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MARCH, 1859.

Art. I.—TRADE AND COMMERCE OF CUBA.

COMMERCIAL AND COLONIAL POLICY OF SPAIN—FREEDOM OF OTHER COLONIES—PROGRESS OF COMMERCE—MUTUAL WANTS—CUBA AND THE UNITED STATES—IMPORTS AND EXPORTS—SUGAR SUPPLIES—EFFECT OF LOUISIANA CROP—DETAIL OF ARTICLES INTERCHANGED—IMPORTS FROM CUBA AT THREE PERIODS—TAX UPON SUGAR—TOBACCO—EXPORTS TO CUBA—TARIFF OF CUBA—SPECIE MOVEMENT—DUTIES LEVIED IN CUBA ON UNITED STATES PRODUCE—ON FLOUR—RELATIVE TAX—FLOUR IMPORTS FROM SPAIN—SUGAR, ITS VALUE—GRINDING—PACKING—WEIGHING—CONSUMPTION—ANNUAL PRODUCTION—UNITED STATES BUY THREE-FOURTHS—TOBACCO—PLANTING—PREPARING FOR MARKET—CLASSIFICATIONS—VALUES—CIGARS—HIGH REPUTATION—IMPORTS INTO CUBA FOR SEVEN YEARS—POPULATION—TAX ON UNITED STATES EXPORTS—BROADCLOTH—RICE AND LARD—FREIGHTS—COMPETITION OF UNITED STATES WITH EUROPE—COTTON FABRICS—EXPORT OF FROM UNITED STATES—REVENUES OF THE ISLAND—REMITTANCES TO SPAIN—POLICY OF SPANISH GOVERNMENT—ILLUSTRATION OF—DISCRIMINATIVE DUTIES.

The commercial policy of Spain, in respect to her colonies, remains to this day practically what it was early in the sixteenth century, when the instructions to the viceroy of New Spain were to prevent the growth of manufactures and vines, and such articles as could be supplied from Old Spain. The idea seemed to be in those ages that the colonies might produce sugar, coffee, etc., sell them to other countries for money, and with that purchase from Old Spain all that they required. The same idea seems to have possessed all the old nations that possessed colonies, since the regulations of all were very similar—compelling the colonists to confine their industry to the development of the peculiar wealth of their locality, and to refrain from all general industry. That policy has been abandoned by all nations except Spain. The right of colonial people to buy and sell, to promote their own industry in their own way, has been everywhere acknowledged except by Spain in relation to Cuba. During the present century probably the most rapid strides have been made in freedom of intercourse, and the question of colonial protection has been well ventilated in the British Parliament, in connection with the supply of labor, and the right to buy in the cheapest market. It has been the case, however, that notwithstanding the continual restraints upon Cuban

trade, her commerce with the United States has undergone a rapid development by the irresistible attraction of mutual wants. The last official returns of Cuban trade with all countries were as follows:—

COMMERCE OF THE ISLAND OF CUBA WITH FOREIGN NATIONS FOR THE YEARS 1853 AND 1854, MADE UP FROM THE "GENERAL BALANCES."

Countries.	1853. Imports.	1853. Exports.	1854. Imports.	1854. Exports.
Spain	$7,756,905	$3,298,871	$9,057,428	$3,615,692
United States	6,799,732	12,131,095	7,867,680	11,641,813
England	6,195,921	8,322,195	6,610,909	11,119,526
France	2,177,222	3,293,389	2,558,198	1,921,567
Germany	1,115,940	1,474,018	1,420,639	1,824,074
Belgium	998,511	466,306	635,866	811,880
Spanish America	1,677,476	514,831	2,145,370	671,389
Portugal and Brazil	.....	.....	16,245	14,186
Holland	88,876	246,661	194,390	251,482
Denmark	485,422	403,085	538,824	309,949
Russia	.....	253,688	.....	.....
Sweden and Norway	47,756	16,309	14,076	23,694
Austria	.....	138,036	.....	168,453
Italy	69,022	651,275	24,082	313,779
Deposit	377,011	.....	310,865	.....
Total	$27,789,800	$31,210,405	$31,394,578	$32,688,731
Add for Prussia	.....	.....	.....	5,258

The progress of Cuban trade from time to time has been as follows, comparing the Cuban official reports with those of the United States:—

Years.	Total imports.	From United States.	Total exports.	To United States.
1828	$19,534,922	$6,403,991	$13,414,362	$6,123,135
1838	24,729,878	6,175,758	20,471,102	11,694,812
1848	25,435,565	6,896,713	26,077,068	12,853,472
1854	31,894,578	8,551,752	32,688,731	17,629,339
1855	.....	8,004,582	.....	18,625,339
1856	.....	7,809,263	.....	24,435,693
1857	.....	14,923,443	.....	45,243,101
1858	.....	14,433,191	.....	27,214,846

There have been no official returns of the island made public since 1854. The immense exports of 1857 to the United States were owing to the great consumption of sugar in this country, which, through the failure of the Louisiana crop, required a large supply from Cuba, and her exports hither were in that year double those of the former year, and more than seven-fold those of 1828. The ordinary exports of Cuba, which are the means of her wealth, are one-half to the United States; on the other hand, the exports to Cuba are mostly specie. In order to observe the detail of the business with Cuba, as it has been developed in the last twenty years, we take from the United States official returns the imports and exports for the year 1838, and 1857, the year of large sugar imports, and the year 1858:—

IMPORTS INTO THE UNITED STATES FROM CUBA.

	1838.		1857.		1858.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Gold bullion....	.....	$4,170	.....	$45,155	.....	$1,845
Coffee .....lbs.	33,051,651	2,929,390	.....	6,897	232,124	30,872
Gold coin	.....	166,406	.....	243,130	.....	2,078,101
Silver coin	.....	240,218	.....	341,854	.....	2,374,729
Cocoa.....lbs.	.....	.....	530,132	63,813	18,161	2,053
Smoked fish..cwt.	.....	.....	.....	.....	160	998
Other fish...bbls.	.....	.....	.....	.....	22	147
Honey ....galls.	.....	.....	381,901	191,313	368,204	138,328
Molasses.....	15,889,658	2,859,571	27,302,383	6,859,175	19,787,383	3,051,156
Sugar.....lbs.	55,624,855	2,698,663	599,518,865	33,188,936	359,523,633	15,555,409
Syrup.....	.....	.....	37,344	1,359	1,699	51
Sugar, white, &c.	14,662,273	1,118,754	703,704	45,355	104,419	13,457
Cigars.....M.	73,063	797,787	138,307	2,506,743	123,832	2,413,007
Tobacco.....lbs.	.....	.....	5,536,630	972,567	4,317,928	746,329
All other imports	.....	879,873	.....	533,704	.....	808,364
Total.....		$11,694,812		$45,243,101		$27,214,846

The coffee trade with Cuba seems to have perished, and the present trade is mostly sugar and tobacco. In the figures for 1857 and 1858, we may observe how large a portion has been done in specie, of which the amount was as follows:—

	Exports to Cuba.				Imports from Cuba.		
	Foreign coins.						
Years.	Gold.	Silver.	U. States.	Total.	Gold.	Silver.	Total.
1857	$4,430,266	$786,279	$353,444	$5,570,009	$243,130	$341,854	$584,984
1858	2,310,211	218,412	1,165,778	3,694,401	2,078,101	2,374,729	4,452,830

The fiscal year ends June 30th, and the large export of doubloons in the year to Cuba, were attracted thither by the sugar movement, and when the panic came on in the first quarter of 1858, specie came back to sustain the sugar market here, The exports to Cuba were as follows:—

EXPORTS FROM THE UNITED STATES TO CUBA.

	1838.		1857.		1858.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Candles .....lbs.	1,184,283	$198,632	340,287	$64,829	273,899	$50,545
Apples.....bbls.	3,612	7,738	1,252	3,762	1,042	3,237
Beef.....	7,218	77,568	2,535	34,415	5,200	75,009
Boards, &c.....M. feet	....	521,885	68,403	876,142	64,744	874,734
Butter.....lbs.	86,607	11,542	471,973	87,551	660,731	117,117
Cheese.....	107,708	12,422	131,227	14,417	245,134	25,346
Cotton	1,737,870	183,933	....	.....	1,871	206
Fish, dried .....cwt.	89,395	264,483	44,796	152,556	41,772	110,934
Fish, pickled....pkgs.	5,399	24,675	425	2,587	4,238	18,689
Gold and silver coin. .	.....	1,188	.....	353,444	.....	1,132,778
Gold and silver bullion.	.....	.....	.....	45,090	.....	35,000
Gunpowder.....lbs.	461,340	41,572	121,650	23,610	283,539	40,505
Hams and bacon.....	5,118,315	51,211	1,789,603	188,296	2,724,498	283,555
Ice.....tons	.....	.....	8,846	25,819	9,509	29,111
Indian corn .....bush.	29,250	24,816	215,338	156,368	288,784	187,295
Indian meal.....bbls.	1,330	4,549	3,504	13,819	1,768	6,448
Iron, castings.....cwt.	.....	7,498	12,368	933,439	42,683	201,613
Iron, nails ... .lbs.	1,040,308	61,174	1,875,870	83,039	620,517	28,118
Iron, manufactures....	.....	118,273	.....	.....	.....	1,489,725
Lard.....lbs.	5,484,028	225,745	9,956,547	1,257,932	14,425,478	1,779,323
Leather.....lbs.	.....	.....	116,141	22,925	191,941	48,857

	1858.		1857.		1856.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Boots and shoes ..pairs	.....	.....	8,180	10,775	25,055	20,933
Manufac. tobacco...lbs.	147,424	18,172	.....	.....	463,543	73,710
Manufactures of cotton.	.....	157,621	.....	49,632	.....	68,689
Manufactures of wood .	.....	263,807	.....	1,675,243	.....	1,062,040
Oil, sperm .....gals.	91,899	78,645	1,951	2,877	3,088	3,901
Oil, whale, &c.....	92,409	24,627	107,388	86,409	117,117	88,306
Paper and stationery...	.....	33,965	.....	.....	.....	53,929
Pork .....trcs.	.....	.....	.....	.....	252	104,663
Pork.....bbls.	3,000	221,000	3,214	63,730	5,354	
Potatoes.....bush.	7,691	28,682	47,532	113,640	137,709	128,296
Rice.....trcs.	21,372	551,095	313	641,256	26,738	635,650
Rice .....bbls.	.....	.....	.....	.....	746	
Rye, oats, &c.....	16,334	2,718	.....	.....	.....	25,644
Shingles .....M.	.....	.....	.....	.....	1,563	4,482
Soap.....lbs.	353,532	113,664	.....	.....	854,134	40,096
Sperm candles	280,585	79,313	15,783	5,756	7,363	2,593
Staves and heading . M.	.....	.....	7,835	561,674	24,063	359,929
Tallow.....lbs.	.....	.....	885,316	105,366	1,762,857	205,649
Tobacco, leaf.....hhds.	581	52,860	.....	.....	108	23,738
Wheat flour.....bbls.	79,681	598,093	45,145	324,410	17,955	105,569
Total domestic produce.		.....		.....		$11,673,167
Add foreign produce....		.....		.....		2,760,024
Total exports to Cuba...		$4,721,433		$9,379,582		$14,433,191

The tax upon sugar, the chief article of Cuban export to this country, is sufficiently high, being 24 per cent *ad valorem* on sugar and molasses, and on leaf tobacco, and 30 per cent on cigars, but the taxes on United States produce imported into Cuba are still more exorbitant. The present regulations are as follows:—

The tariff is that of 1847, with changes and modifications up to February 1, 1853.

Money.—1 dollar = 100 cents = $1 United States currency. Weights and measures generally the same as in Spain.

All articles not enumerated in the tariff are subject to the same duties as those to which they are analogous.

In virtue of the provisions and regulations of royal orders, Spanish flour, imported in Spanish bottoms, will pay the sole duty of $2 per barrel, and in foreign ships, $6. Foreign flour, imported in foreign ships, will pay $9 50, and in national ships, $8 50 per barrel; and in both cases there shall be paid an extraordinary duty of 2 per cent on the value thereof, and 1 per cent on the total amount of the duties.

In addition to the 33⅓, the 27½, and the 7½ per cent designated by the tariff as the sole import duty, (in which rates are included the 1 per cent consulado duty; the 2 per cent extraordinary duty, by virtue of the royal orders of December 4, 1844; the ½ of 1 per cent duty devoted to the redemption of the coupons of the Seville presetas,) there shall be collected at all the custom-houses on the island 1 per cent balanza duty, that is, on the total amount of the duties paid, in accordance with the royal order of November 5, 1824, respecting imports and exports, with the exception only of those goods that have fixed rates, foreign flour not included.

By virtue of a royal order, dated November 3, 1850, there was declared on the 19th of December of the same year, an additional duty of 1½ per cent on valuation of all foreign imports, and ½ to be charged over and above the amount up to that time paid on Spanish imports.

This increase was to cover certain necessities of the government, and was to be in force two years only. This additional percentage is, however, still exacted. In the custom-houses of Havana and Matanzas, exclusively, are to be paid 50 cents on each pipe of wine, *aguardiente*, or liquors introduced; 25 cents on each half-pipe; 12 cents on each demijohn; and 12 cents on the dozen flasks, bottles, or jugs; which amount is to cover the duty assigned for the *Casa de Beneficiencia*.

Several cloths in the tariff being assessed by the piece, according to the number of stated yards which they usually contain, no return of duty will be made for any deficiencies in such quantity, unless it exceeds 6 per cent on the piece, and the fact be stated at the time of making the entry.

Cinnamon and *canelon* may be sold at public auction in the warehouse of damaged goods, though they may not have been injured, the duty being paid in accordance with the price they bring, unless it exceed the valuation of the tariff, when they will be subject to what it requires.

Ale, beer, porter, wines, cordials, spirituous liquors, Cologne water, olives, preserves, sweetmeats, etc., are subject to a deduction of 5 per cent; bottles, pipes, crystals, demijohns, vials, and articles of china, earthen, and glassware, etc., to a deduction of 6 per cent; and jerked beef to a deduction of 14 per cent.

The operation of these rates of duty are illustrated in the following table of the amounts levied on the leading articles for two years from the official tables:—

PRODUCTS OF THE UNITED STATES IMPORTED INTO CUBA, WITH THE DUTIES PAID THEREON, DURING THE YEARS 1852 AND 1853.

	1852.			1853.		
	Quantity.	Value.	Duty paid.	Quantity.	Value.	Duty paid.
Oil, spermaceti..gls.	3,689	$3,764	$811 25	4,320	$5,120	$950 13
Whale & oth. fish	138,084	84,814	30,377 87	202,264	139,589	44,497 75
Whalebone ...lbs.	510	301	85 93	940	382	154 48
Dried fish.....cwt.	38,691	88,222	48,553 75	30,726	73,869	38,558 00
Staves .....M.	521	410,492	3,584 50	3,392	418,043	23,303 04
Shingles.....	737		759 11	524		539 72
Lumber....M. feet	31,156		171,358 00	28,700		144,935 00
Timber.....tons	752		....	837		....
Tar & pitch..bbls.	1,504	2,988	1,240 80	1,983	5,127	1,635 97
Rosin & turpentine	153		126 63	203		167 47
Beef.....	2,671	67,000	8,013 00	1,419	107,226	4,257 00
Tallow .....lbs.	473,916		9,862 56	941,632		19,397 61
Butter.....	420,597	77,862	18,503 26	366,158	75,857	16,110 95
Cheese.....	339,162		9,326 95	156,021		4,291 57
Pork.....bbls.	3,162	951,560	12,648 00	4,323	1,134,749	17,292 00
Bacon.....lbs.	1,059,749		28,293 30	1,057,520		28,293 30
Lard.....	8,396,187		335,847 48	9,306,083		374,104 53
Wheat.....bush.	.....	.....	....	36	41	33 50
Flour.....bbls.	17,200	73,855	167,867 00	1,537	7,730	15,134 00
Indian corn..bush.	167,621	91,944	80,130 00	30,417	16,165	13,539 40
Indian meal...bbls.	6,577	21,640	11,790 00	1,369	4,559	2,395 75
Ship-bread	.....	15,530	25,264 80	.....	10,429	17,436 00
Rice .....trcs.	35,386	722,603	355,629 30	25,058	630,912	251,832 90
Cotton .....lbs.	294,853	22,544	8,108 45	196,392	40,374	5,400 78
Tobacco ....hhds.	97	11,590	116 40	68	7,028	81 68
Candles, tal'w..lbs.	544,118	92,000	21,872 82	287,211	68,563	11,545 00
Soap	721,460		19,046 50	606,168		16,002 69
Tobacco, manuf...	180,730	23,454	15,133 62	188,265	21,640	15,530 46
Total.....		$2,762,163	1,384,354 28		$2,767,303	1,067,420 68

The duties levied on flour are much more, frequently double the value of the article, and in such years as 1857, when, through the failure of the Louisiana sugar crop, the price of sugar rises, the *ad valorem* duty comes to exceed the value of the article in ordinary years. Thus in 1857, the value of the sugar and molasses imported from Cuba was $40,094,825, and the duty levied thereon was $10,023,706, nearly equal to the whole value of imports from Cuba in 1838. In an exchange of flour for sugar between these two countries, say 10,000 barrels, cost $5 per barrel, for sugar worth 2½ cents per pound in Cuba, would give 2,000,000 pounds of sugar interchanged for the flour, and the aggregate transaction would be $100,000; but the Cuban government takes $100,000, or the proceeds of 4,000,000 pounds of sugar, for tax on the flour, and the United States government $12,500, or the proceeds of 2,500 barrels of flour, for tax on the sugar. Thus the Cuban planter gives 6,000,000 pounds of sugar for what he could get for 2,000,000 pounds under a just system, and the United States farmer gives 12,500 barrels for sugar that he might have for 10,000 barrels.

The enormous discrimination in favor of the national flag on flour has always had the effect of restricting almost exclusively to national vessels the trade in this article. Thus, in 1829 the value of flour imported into Cuba, in Spanish vessels, was $1,582,768, while from the United States it amounted only to $345,335, and from all other places to $13,662; and in 1849, or twenty years after, the value of flour imported in Spanish bottoms was $2,675,262; from the United States, $9,334; and from all other places, $1,725. The acts of 1832 and 1834 can, unquestionably, be traced in this great falling off in the article of flour; but, that other causes also contributed in securing for the Spanish flag so complete a monopoly of the trade in this article is demonstrated by the fact that, while the value of flour imported from all other places (than the United States) in 1829 amounted to $13,662, representing 1,093 barrels, we find this figure in 1849 dwindled down to $1,725, representing only 138 barrels. That the repeal of these acts would largely augment the export as well as the import trade of the United States with Cuba, there can be no question; but, until the discriminations in favor of the national flag are modified or removed, the carrying trade between the United States and that island would, under their unequal and unjust operation, be almost exclusively monopolized by Spanish bottoms.

The quantity of flour imported into Cuba averages about 250,000 barrels from Spain, and varies from the United States according to the crops, as seen in the above table of exports from the United States.

Sugar is doubtless the most important product of the island, and it has become more important than ever under the extraordinary movement of the article in the past few years. It is considered the greatest staple of the island of Cuba. The grinding of the cane generally commences in the month of December, and the sugars are brought to market from January, and sometimes as early as the middle of December, until July; the greatest quantities come in March, April, and May. There are two kinds made, known as "clayed" and "Muscovado;" the greatest quantity by far is clayed. Of this, the principal division is:—Florete, white, yellow, brown, and Cogucho. It is packed on the plantations. The clayed is put in boxes, weighing from 450 to 500 pounds gross; the tare usually is 47 pounds. A merchantable box of sugar must weigh 16 arrobas (of 25

pounds) net; if a little under, a deduction of 50 cents per box is made; and if much under, the sugar is rejected, as the export duty is upon the box, and it would not be for the interest of the shipper or exporter to accept any box weighing less than 16 arrobas. Muscovado is put in casks, weighing from 1,200 to 1,500 pounds gross; tare, 10 per cent. Clayed sugar is usually sold in lots, assorted half whites, and half yellow or browns, per sample, by licensed brokers; it is examined before received, and that which is not equal to sample rejected. When sugar remains long in store it becomes moist and loses its grain.

The great increase in the production of sugar in the island commenced about the year 1820, when steam was substituted upon plantations for ox or mule power. Nearly two-thirds of the quantity exported is from Havana, and the largest portion on American bottoms. The official returns of exports cannot be considered as correct; for many a vessel has been cleared as laden with a full cargo of molasses when she carried a full cargo of sugars, and thereby not only defrauded the royal revenue of the export duty upon the sugar, but had her tonnage duty not levied or returned to her, and in former years many vessels having a full load of sugars cleared in ballast; but even supposing that they gave the true quantity exported, they certainly give no idea of the extent of the crop. The consumption on the island it is impossible to estimate; the quantity is almost incredible. No country in the world consumes so much sugar as the people of that island in proportion to the population. Rich and poor, every table—almost without exception, exclusive of the negroes upon plantations—is furnished, more or less, with the preserved fruits of the country, and the quantity of preserved fruits sent to all parts of the world is very great. And then is to be considered the sugar that is consumed in a country where every white inhabitant, and a large portion of the colored population also, take coffee three or four times a day.

The production of sugar in Cuba has been, as near as the annual returns can approximate it, as follows:—

EXPORTS OF SUGAR FROM THE ISLAND OF CUBA.

1849		tons	220,000	1852		tons	310,101
1850			250,000	1853			331,204
1851			320,000				
1854	Hogsheads		186,251	Tons	116,344		349,502
	Boxes		1,227,147	"	233,188		
1855	Hogsheads		207,935	"	129,959		375,475
	Boxes		1,292,189	"	245,516		
1856	Hogsheads		236,335	"	147,709		357,394
	Boxes		1,103,605	"	209,685		
1857	Hogsheads		301,394	"	188,237		369,611
	Boxes		953,797	"	181,374		

Of the large crop of 1857, the United States took, as seen in the above table, 270,000 tons, or three-fourths, at over 5 cents per pound. The production of tobacco in the island is perhaps the next in importance.

The planters commence to plant in August or September, after the heavy rains are over, and when the northers may be looked for, which generally come accompanied by a drizzling rain that is favorable to the plant. In February or March, and as late as April, the tobacco is cut and taken to a house or shed, erected for the purpose of affording shade, and at the same time a free circulation of air; it is placed on *cujes*, (poles,)

laid horizontally at some distance from the ground, where it is allowed to become perfectly dry until the spring rains commence, when the humidity seizes the leaf, causes it to swell, and to take the silky appearance peculiar to it. It is then taken from the poles and laid in a heap on the ground, the leaves being slightly sprinkled with water; in this state it undergoes a species of fermentation. After this operation is gone through, the leaves are placed in *manojos* (hands;) afterward it is a very common practice to take a quantity of refuse leaves and infuse them in a certain quantity of water, and, in some instances, wine, and even alcohol, or, rather, tafia is used when the tobacco is light colored and weak, and it is desired to give it increased strength. This infusion undergoes a state of fermentation, after which the refuse leaves deposit themselves at the bottom. The tobacco is dipped into this preparation before being hung up in a room almost air-tight, where it undergoes the sweating, to which the name of *calentura* (fever) is given; the process of dipping is performed as many times as the tobacco may require. The qualities of Cuba tobacco vary according to the section or district in which it is produced; that grown on the western end of the island is the celebrated Vuelta Abajo tobacco; that raised in other parts of the island, which is very inferior in quality, is known under the name of Vuelta Arriba. There is another class, called *Yara*, from which Puerto Principe cigars are made.

The best Vuelta Abajo tobacco is grown on the margins of certain rivers, which are periodically overflown, and is called *tobacco de rio*, distinguished from other tobacco by a fine sand found in the creases of the leaves. Good tobacco is aromatic, of a rich brown color, (this color is preferred by those who are fond of a strong cigar, but there is many a light-colored leaf that is quite as strong,) without stains, and the leaf thin and elastic, burns well without bitter or biting taste. There is probably no production of the earth that offers so many disappointments; the raising of it is subjected to many *contretemps*. Only one good crop is made in three years on an average. Tobacco is usually divided into five classes, to-wit:—

Calidad, or Libra—this is the best tobacco; the bales always contain 60 hands or *manojos*, of 4 gavillas or fingers, of about 25 leaves each, and marked £60. The strongest cigar is made with this leaf. Infuriado Principal, or Primera, (firsts)—has less flavor than Libra, and is generally of lighter color. The leaves should be whole and elastic; 80 hands, of 4 gavillas, (of 30 leaves,) are in each bale, which is marked B 80. Secundas (seconds)—many good wrappers in these; but the majority of the leaves are stained, have a bad color, or have been slightly touched by the worm. This wrapper is weaker than the firsts. This class is put up in bales of 80 manojos, of 4 gavillas, each of these of 35 to 40 leaves, and marked Y 2 *a* 80. Terceras, or thirds, constitute the best fillers, and some wrappers are found among them, especially if the tobacco is new. The bales have 80 manojos, of 4 gavillas, having upward of 40 leaves each; the bales are marked 3 *a* 80. Cuartas, or fourths—the most inferior class, fit only for fillers. The bales contain 80 manojos, of 4 gavillas; no determined number of leaves in the gavillas; marked 4 *a* 80. Vuelta Arriba tobacco is put up in the same, or a similar, manner.

It would be difficult, indeed, for any one to attempt to fix prices for tobacco; they vary from, say $10 to $170 generally, but occasionally

fabulous prices are paid for that which is very good in quality, and which offers a fair prospect of yielding a large number of cigars.

When tobacco is shipped, it is generally covered with crash.

Cigars are made of all classes of tobacco, and of various sizes and shapes, and therefore of various values. There is probably no manufactured article so difficult to estimate the true value of as cigars; there are certain well-known brands that can command almost any price; they have a fixed value; such, for instance, as those of *La Hija de Cabanas y Carbajal*, *Cabargas*, *Patargas*, *La Higuera*, etc., and even among those of high reputation, and having apparently fixed prices, cigars are delivered at lower rates than those appearing in the bill of rates to persons that advance them large sums of money for the purchase of tobacco, and receive in payment large quantities of these cigars per month. These celebrated brands are known to be the purchasers of the best and highest priced tobacco; at the same time, it is well known that they purchase cigars from smaller factories, make selections with great care, pack them in their own boxes with their own brands, and obtain for these the same prices as for the cigars made at their own manufactories; and just as good an article may be procured elsewhere for half the price. But very few of the cigars proceeding from those celebrated factories are consumed on the island; and there are even some, but comparatively few of whose cigars are sent to the United States, and there are many whose works all go to the States.

The articles imported into Cuba for a number of years were as follows:—

STATEMENT OF THE QUANTITIES OR VALUES OF THE PRINCIPAL ARTICLES OF SUBSISTENCE IMPORTED INTO CUBA DURING THE YEARS 1848 TO 1854.

Years.	Rice. Arrobas.	Codfish. Arrobas.	Spanish flour. Barrels.	Foreign flour. Barrels.	Beef. Pounds.	Pork. Pounds.	Ham. Pounds.
1848.....	864,278	882,069	212,944	18,176	819,200	1,113,100	2,529,525
1849.....	872,806	577,465	214,240	1,597	326,225	763,400	1,776,038
1850.....	917,863	445,695	256,606	845	363,040	910,908	1,837,382
1851.....	29,069	524,924	246,697	2,326	439,042	624,200	1,655,500
1852.....	837,687	541,742	320,922	7,028	775,350	436,787	776,968
1853.....	1,168,672	533,535	214,466	5,100	516,050	623,225	1,122,550
1854.....	1,070,240	621,301	281,397	7,237	769,100	687,495	1,562,652

Years.	Lard. Arrobas.	Butter. Pounds.	Cheese. Pounds.	Jerked beef. Arrobas.	Bacon. Pounds.	Spanish wines. Dollars.	Foreign wines. Dollars.
1848.....	373,706	693,473	1,667,270	1,270,677	658,680	1,248,492	103,340
1849.....	365,024	763,941	1,806,114	1,184,096	525,209	1,474,105	101,348
1850.....	294,391	598,633	1,426,406	1,213,260	353,301	1,700,162	75,371
1851.....	298,401	594,194	1,422,511	1,381,930	349,223	1,530,330	99,260
1852.....	294,509	460,419	1,595,670	1,263,613	457,245	1,681,994	173,403
1853.....	286,680	509,140	794,931	1,017,369	497,105	1,542.795	164,692
1854.....	374,817	462,265	1,250,634	1,376,875	636,925	1,265,068	313,866

The population of Cuba is given at different times, but the truth is not very clear. It will be found by districts in the *Merchants' Magazine*, volume xxxviii., page 387:—

Years.	Whites.	Free colored.	Slaves.	Total.
1775.....	94,419	30,615	44,336	169,370
1827.....	311,051	106,494	286,942	704,487
1841.	418,291	152,838	436,495	1,007,624
1853.....	510,988	176,647	330,425	1,009,060
1857.....	549,674	174,810	374,549	1,107,491

The above table includes the population of all the islands and keys adjacent to Cuba. The Isle of Pines, with an area of 600 square miles and population of 1,500, is included in the Havana jurisdiction.

To realize more clearly the heavy tax imposed upon foreign fabrics exported from the United States to Cuba, it is necessary to remember that, though their tariff is nominally *ad valorem*, it is practically specific. Broadcloth, for instance, is classified in the tariff of different qualities; that of first quality is fixed at $4 per yard, without any regard to invoice cost, of which no notice is taken at the Custom-house. On this valuation a duty is levied of 23½ per cent in Spanish, and 33½ in foreign, vessels, making a difference in favor of the former of 40 cents per yard, which is probably 15 to 18 per cent upon the real cost of the article.

On rice and lard, both articles of heavy export from the United States, the duty of 35 per cent is levied on the former, at a fixed valuation of 5 cents, and on the latter of 12 cents per pound, both far and above their ordinary cost in the United States; so that, though the nominal difference in favor of the Spanish flag is only 10 per cent, the real difference is about 20 per cent on the average invoice cost of those articles.

In consequence of the lower rate of freight and insurance from the United States to Cuba, and the promptness with which we can supply any special demand in the market, a merchant of Havana would perhaps, in the article of cloth, alluded to above, willingly pay 15 or 20 cents per yard more for that quality in an American market, rather than incur a delay of some months to procure it from Europe; when, however, in addition to the above advance, he is further compelled by the American government to pay an additional cost of 40 cents per yard in the shape of an export duty if shipped in a Spanish vessel, or a like duty in Cuba when imported under the American flag, it acts as a prohibition to his seeking for such goods in the United States, and he is compelled to look to Europe for his supply. This difference of duty on cloth is about a fair average of the difference as regards other dry goods, hardware, and those European productions whose bulk is in limited proportion to their value. It can be well imagined what is the operation of such a difference applied to our cotton fabrics when brought into competition with those of England, Belgium, and Switzerland, and it very readily accounts for the actual monopoly which European nations now possess as to the supply of those islands with that description of fabric, to our entire exclusion.

In a large number of cotton fabrics, it is well known, those of the United States successfully compete, and even take precedence in some parts of South America, and other markets, with those of Great Britain; but they cannot do so in the markets of the Spanish colonies, where the extra duty levied upon them by the operation of the act of 1834 is greater than the ordinary profit on them to the manufacturer, or to the Cuban importer of them. The natural result of this is shown in the fact, that during the last fiscal year, the value of cotton goods sent to Cuba from the United States amounted to only $68,000, whilst the amount from Europe was nearly $3,000,000.

Some idea of the great value of Cuban productions and trade is to be derived from the revenue drawn from the island. These are officially reported as follows:—

STATEMENT OF THE AGGREGATE OF REVENUE AND EXPENDITURE OF THE ISLAND OF CUBA.

REVENUE.		EXPENDITURE.	
Contributions and imports.	$3,026,833 69	Grace and justice.....	$712,755 00
Customs	9,807,878 87	War.....	5,866,538 36
Taxes and monopolies.....	1,069,795 44	Exchequer.....	7,645,145 43
Lotteries.....	*6,719,200 00	Ordinary expenses.....	2,386,634 16
State property.....	119,285 94	Extraordinary expenses....	1,190,700 87
Contingencies.....	595,928 94	Executive department....	2,115,833 12
		Attentions (remittances) to	
Total.....	21,338,928 88	the peninsula	1,404,059 00
Deduct sums paid as portions of the forfeitures under seizures.....	12,972 88	Total.....	21,321,665 44
Actual total	21,325,956 00		

The balance of the budget is produced by the fact that the surplus revenue is remitted to Spain. It figures under the head of "*Atenciones de la Peninsula*," and amounts to one million four hundred and four thousand and fifty-nine dollars, and is the only direct pecuniary advantage Spain derives from the possession of Cuba; and even this sum very much exceeds the average net revenue remitted from that island, all the expenses of the army and navy employed at or near Cuba being paid by the island. The disbursements are those of the general administration of the island, those of Havana and other cities being provided for by special imposts and taxes.

The determination of the Spanish government seems to have been not only to give the Cuban trade to Spain, but to prevent, as far as possible, that increased intercourse with the United States which cannot, in the long run, but create a strong desire for more unrestrained liberty of commerce. It is certainly an anomaly that an island, almost within sight of our shores, producing a staple of immense value, for which she here finds almost her whole market, should not be permitted to buy here as well as sell; but nothing can more fully exhibit the determination of Spain to adhere to her present policy than the fact, as shown by the official returns of the importations into Cuba, that she annually sacrifices nearly $600,000 in the way of reduced duties on that portion of the importations which is brought in Spanish vessels. This estimate of the amount of duties conceded in favor of Spanish vessels is made on the basis of eight per cent difference of duties on the Cuban value of imports; but in many instances, it is still greater; as on Spanish flour, in Spanish vessels, the duty is only $2 25 per barrel, whilst on American and other foreign flour it is $9 75 in foreign, and $8 75 in Spanish vessels. Formerly, the United States furnished nearly the entire consumption of this article to the island, not less, it is believed on good authority, than 200,000 barrels annually; but under the operation of the above system of duties that trade has entirely ceased, and the article is furnished exclusively from Spain, and of a quality often superior to the American. On this article alone Spain has thus sacrificed, in 1854, a difference of duty for the protection of her home industry and tonnage of $7 per barrel on 281,000

* From this sum should be deducted $5,022,000, which figures among the expenditures of the exchequer under the government guaranty of prizes in the lotteries, and which is included in the sum of $7,645,145 43 set down as expended by that department. This leaves a net revenue from that source of $1,697,200, and a total net revenue of $16,105 96.

barrels, (the official amount of her imports in that year,) being nearly $1,900,000.

With the annually growing extent of our productions and manufactures, and the rapidly increasing trade of both Cuba and Porto Rico, it will certainly be very desirable to re-open, by any just act of reciprocity, or the repeal of laws adopted under erroneous views, the channel of a commerce which would prove greatly and mutually advantageous to both parties.

Art. II.—COMPARATIVE TARIFFS.

INDIRECT TAXES — INFLUENCE UPON CONSUMPTION — HABIT OF CONSUMPTION — RAW MATERIALS — FACILITIES FOR SUBSTITUTION — EQUALIZATION OF PRICES — GENERAL INFLUENCE OF HIGH PRICES — INDIRECT EFFECT — TOBACCO — HIGH TAX IN ENGLAND — ITS EFFECT — NO SUBSTITUTE — TEA AND COFFEE — VARIOUS EFFECTS OF DUTIES — REVENUES OF DIFFERENT COUNTRIES — TEN LEADING ARTICLES TAXED — DIFFICULTY OF EQUALING TAXES — ELEMENTS TO BE CONSIDERED — TABLE OF REVENUES — IMPORTANCE OF SUGAR — BEER-ROOT SUGAR TAXES — UNITED STATES SUGAR — DUTY ON IMPORTED — PROTECTION — CLASSIFICATION OF DUTIES — THREE CLASSES — ENGLISH DUTIES FOR REVENUE ONLY — REVENUE DUTIES IN FRANCE — ZOLLVEREIN — AUSTRIA — UNITED STATES DUTIES ON MANUFACTURES — COMPARATIVE PRODUCT OF DUTIES IN SEVERAL COUNTRIES — TEA TAX — AVERAGE DUTY PER KILOGRAMME — AD VALOREM EQUIVALENT — RATIO OF YIELD TO WHOLE CUSTOMS — CONSUMPTION PER HEAD — YIELD OF TAX PER HEAD — ENGLISH TAX — COFFEE — AVERAGE SPECIFIC DUTY — AD VALOREM EQUIVALENT — ENGLISH TAX SMALL, ALSO THE CONSUMPTION — UNITED STATES USE OF COFFEE — FRENCH CONSUMPTION — COCOA — AVERAGE SPECIFIC DUTY — AD VALOREM EQUIVALENT — SPAIN THE LARGEST CONSUMER — CONSUMPTION ELSEWHERE UNIMPORTANT — ADVANTAGE OF FREE IMPORT — CONNECTION OF SUGAR WITH THE THREE ARTICLES NAMED — SUGAR TAX — A LARGE SPECIFIC DUTY — AD VALOREM EQUIVALENT — ELEMENTS OF THE TAX — MODE OF ASCERTAINING THE DUTY — EXCISE ON SUGAR — SUGAR IN AUSTRIA — BEET-ROOT FACTORIES — TAX ON — RELATIVE TAX — ZOLLVEREIN SUGAR — TAX ON — NUMBER OF FACTORIES — FRANCE — BEET SUGAR — TAX ON — EQUALIZATION — NUMBER OF FACTORIES — UNITED STATES TAX — WINE DUTIES — OBJECT OF PROTECTION — NATURE OF PROTECTION — PROHIBITION DISAPPROVED — COTTON DUTIES — DIFFERENT MODES OF LEVYING — TABLE OF TAXES — LINEN AND WOOLENS — RATE IN UNITED STATES — CONSUMPTION OF COTTON IN UNITED STATES AND GREAT BRITAIN — EFFECT OF TAXATION — SPANISH DUTY — CREDIT SYSTEM.

The actual operation of duties upon the consumption of certain articles does not appear to be in accordance with the general rule that a high duty diminishes consumption, and that a low duty encourages it. This is no doubt true in its general sense; that is, when a community are in the habit of using a certain article freely and generally, if that article is brought within their reach at a more moderate price, either by lower duties, cost of production, or lessened transportation, the demand for it will be greater, but for an article that has not entered much into the wants or habits of a people, the difference in the rate at which it is sold does not materially affect the demand for it. In the case of the raw materials for textile fabrics, cotton, wool, silk, flax, and machinery are so far advanced that these articles may, without much difficulty, be substituted, the one for the other. Fabrics are composed all cotton, cotton and silk, cotton and wool; and cloth for ladies' dress or men's wear of a certain quality results at a given price. If, through failure of the crop or other circumstances, one of these articles is raised exorbitantly in price, it is very easy to put in less of the dear article and more of the other. Hence, the prices are assimilated. But in the case of other articles, as

sugar, where it is a natural necessity, and it depends upon its own relative supply, if the price goes very high, consumers economize, and the consumption is not quite as great. This does not always follow, however, since the consumers may economize in other matters and consume the usual amount of sugar. In tobacco this is probably always the case. The exorbitant duties which the English and the continental governments impose upon it, raise its price so high that the ordinary fluctuation in value, caused by the circumstances of its relative supply, do not much affect it. Thus, Kentucky tobacco being five cents per pound, and the English duty seventy-five cents, the consumer pays eighty cents per pound. If, through a short crop, the value of the product doubles, say ten cents, which would be an immense rise, the difference to the consumer is not so material, and it is an article for which there is no substitute among consumers, and who will economize in other respects if necessary, rather than refrain from it. The English returns afford much evidence of this fact. The consumption of most imported articles in England remained very nearly stationary, per head, from 1800 to 1842, since in all that time the restrictive system was in operation. The reduction of duties on particular articles did not promote their consumption until the general removal of prohibition, and the relaxation of restraints, under Peel's policy of 1844, caused a general improvement in the popular condition, and an increased use in all articles of consumption. Tea is an illustration. In 1814, the duty on it was 3s. 5¾d. per pound; the price was then 6s. 8¾d. per pound, and the consumption, per head, 1 pound 5 ounces; the duty was gradually reduced. In 1836, it was 1s. 10½d., the price 3s. 5d., and the consumption, per head, 1 pound 3 ounces, and the consumption did not increase until 1844, since when it has risen from 1 pound 8 ounces to 2 pounds 8 ounces per head, under influence of the general welfare. The duty had certainly been reduced to 1s. 5d. and the price to 3s., but previous to 1844, a reduction from 6s. 10d. to 3s. 5d. did not increase the use of tea at all. The same is true of coffee and sugar to a more marked extent, inasmuch as the consumption of sugar, which had not varied in forty years, ending with 1843, since doubled per head. In respect of tea and coffee there appears to be, if we examine the figures, national prejudices in the use of each of them, which carry their consumption to figures, very independent of the rates of duty imposed in various countries. In this view, if we take such a table as will present a view of the rate and product of the principal articles that yield customs revenue in several countries, we shall observe some interesting results. The difficulty of so constructing a table is very great, since so many different elements are combined in the tariffs of different countries; we may, however, take the table of ten articles that yielded the highest revenue in different leading countries for the year 1856:—

NATIONAL REVENUE DERIVED FROM TEN LEADING ARTICLES IN EACH COUNTRY.

	France.	Great Britain.	Russia.	Holland.	Belgium.	Switzerland.	Zollverein.	Austria.	Spain.	Sardinia.	United States.
Sugar	60,359,929	136,663,025	14,866,600	.....	254,232	678,014	13,385,232	12,214,981	6,507,797	4,416,726	47,858,462
Coffee	23,080,146	14,669,175	1,488,518	.....	2,073,828	227,161	21,562,519	7,837,310	.....	889,209	.....
Cotton	19,850,594	.....	1,999,676	.....	.....	.....	.....	.....	3,569,203	.....	.....
Iron	9,596,730	.....	.....	211,573	.....	139,388	8,698,957	2,208,885	1,454,875	675,423	23,241,653
Coat	9,071,789	.....	.....	.....	.....	.....	.....	.....	1,957,198	.....	.....
Wool	8,595,061	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Linen	.....	.....	.....	.....	.....	.....	.....	.....	1,243,237	.....	.....
Oil	5,674,444	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hides & leather	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,967,285
Cocoa	2,702,600	.....	.....	.....	.....	.....	.....	.....	3,965,835	.....	.....
Cheese	.....	.....	.....	.....	.....	.....	.....	.....	.....	381,291	.....
Spirits	2,500,173	.....	.....	.....	.....	315,724	.....	.....	.....	328,262	21,841,732
Stockfish	.....	.....	.....	.....	.....	.....	.....	.....	5,974,026	.....	.....
Boats	206,817	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Apparel	.....	.....	.....	.....	168,748	.....	.....	.....	.....	.....	.....
Tea	.....	138,456,050	17,739,641	504,353	.....	.....	.....	.....	.....	.....	.....
Rice	.....	.....	.....	.....	.....	.....	3,348,150	.....	.....	.....	.....
Tobacco	.....	130,240,650	4,527,664	182,868	726,061	414,447	8,745,495	.....	.....	.....	9,705,094
Animals	.....	.....	.....	.....	.....	.....	.....	956,121	.....	106,262	.....
Wine	.....	51,843,375	10,124,056	.....	.....	523,891	6,104,025	2,441,553	.....	1,469,689	6,750,843
Machinery	.....	.....	.....	.....	.....	.....	.....	940,352	.....	.....	.....
Lumber	.....	14,469,175	.....	271,225	603,941	.....	.....	.....	.....	.....	.....
Hardware	.....	.....	.....	130,655	.....	139,388	1,890,705	.....	.....	.....	11,843,912
Grain	.....	12,210,075	.....	.....	.....	762,758	.....	.....	.....	.....	.....
Raisins	.....	7,814,450	.....	.....	266,444	.....	.....	.....	.....	.....	.....
Macaroni	.....	.....	.....	.....	277,576	.....	.....	.....	.....	.....	.....
Earthenware	.....	.....	.....	143,976	.....	.....	.....	.....	.....	.....	.....
Salt	.....	.....	6,258,156	.....	.....	108,968	.....	.....	.....	.....	.....
Cotton yarn	.....	.....	.....	137,380	.....	.....	5,968,702	2,038,722	.....	.....	.....
Cottons	.....	.....	4,424,668	789,743	658,340	211,166	.....	1,683,525	3,124,209	2,323,704	32,538,902
Silks	.....	7,746,800	7,734,780	576,507	466,278	.....	3,038,741	1,421,875	1,975,834	731,538	43,297,288
Woolens	.....	.....	3,288,900	818,842	1,696,364	247,557	3,074,417	2,352,654	4,512,919	1,414,010	47,485,063
Total in francs.	143,494,283	577,930,950	72,452,690	3,767,122	7,191,782	3,619,104	75,463,993	34,168,981	33,281,653	12,747,114	251,580,472
Total customs.	178,636,311	605,171,100	104,344,516	5,960,919	11,186,999	5,860,000	98,086,687	53,407,406	50,535,541	16,287,155	333,918,315
Per c't, 10 art'ls	80.3	97.9	65.8	63.2	64.8	61.8	77.	64.	65.8	69.4	75.2

In this table we observe that in all the countries the most productive articles are the ten enumerated for each country. In the United States, England, and France they are the chief sources of customs revenue. In England, particularly, the revenue from the enumerated articles bears a large proportion to the whole. In all the countries sugar stands high upon the list, and in four of them sugar is produced. Thus, France, Zollverein, and Austria raise of beet-root sugar a large proportion of the quantity consumed. The home article is, however, taxed, and yields in each a considerable revenue, not embraced in the table. The United States produce sugar largely, but it is not taxed; on the contrary, the whole of the duty on that imported is intended as a protection. In the duties, generally, which produce the above revenues a distinction may be made—first, prohibitive duties that are too high to yield a revenue; second, protective duties levied upon manufactured and half-manufactured articles, which, although restraining imports to a certain extent, have still a financial importance; third, purely revenue duties, which are levied, according to circumstances, on articles which have no domestic competition, and are laid upon either raw products or materials. These two last classes are embraced in the ten articles of all the above named countries. In England, most of the duties are purely revenue, but those on silks, spirits, and grains are, to a certain extent, protective. One of the most productive duties on raw products is that on lumber, which has, however, more of a revenue than of a protective character. In France, there are four revenue duties, those on coffee, sugar, cocoa, and cotton; the last is, however, too important a raw material to be subjected to any tax. The most productive duties are those on iron, coal, wool, oil, and spirits. Complete manufactures are mostly excluded by high duties. In the Zollverein, the number of productive revenue duties is small, even wine and sugar duties having now a protective character. In Austria, the revenue duties are still less productive. In the United States, the duties on manufactured goods are the most important; but these, owing to the continued success of the domestic manufactures, are becoming too burdensome to remain productive. It is very interesting to compare the proportion which the financially important articles in each country bear to each other, also the rate of the duty and its product in each country. If we take the article tea, we may compare the rate of duty charged, its *ad valorem* equivalent, the proportion it yields to the whole revenue, the quantity consumed per head, and the product of the tax per head, as follows. The kilogramme is 2.20 pounds nearly, and twenty-six francs are five dollars:—

TEA.

	Average duty per kilogramme, francs.	Per cent of value.	Ratio to total customs, per cent.	Consumption per head, kilogrammes.	Duty per head, francs.
France	1.53	20	0.17	0.034	0.0083
England	4.63	140	22.90	2.913	4.9400
Zollverein	0.60	23	0.93	0.046	0.0270
Austria	0.72	9	0.28	0.005	0.0380
Holland	0.42	8	8.00	0.350	0.1470
Russia	3.75	71	14.30	0.068	0.2708
United States	0.75	20	0.07	0.002	0.0046
" free	....	..	....	0.352	.....
Sardinia	1.50	13	0.08	0.002	0.0068
Belgium	0.70	13	2.06	0.009	0.0065

In the United States, the largest proportion of the quantity consumed is free, coming from the country of growth, but a small quantity arrives indirectly, subject to a discriminating duty. The largest consumption of tea is, however, in England, where by far the heaviest duty is imposed, being equal to 120 per cent *ad valorem*. Next to England, in point of consumption, is Holland, which charges the lowest duty, both absolute and relative. In Russia, if we throw out of the account the great mass of the population who do not use imported articles at all, we find there the largest consumption next to England, under the heaviest duty. In all the other countries, notwithstanding low duties, neither the use of the article, nor the revenue derived from it, has reached a very important figure. The consumption in the United States is about the same per head as in Holland, but is far behind the highly-taxed English use of the article. If we subject coffee to the same analysis we find the results as follows:—

COFFEE.

	Average duty per kilogramme, francs.	Per cent of value.	Ratio to total customs, per cent.	Consumption, per head, kilogrammes.	Duty per head, francs.
France	0.99	71	12.90	0.646	0.645
England	0.92	64	2.50	0.575	0.531
Zollverein	0.37	25	21.90	1.764	0.660
Austria	0.41	32	14.60	0.478	0.20
Holland	....	..	. ...	0.730	.....
Russia	0.64	34	2.	0.068	0.044
Spain	0.69	10	0.28	0.164	0.014
United States	1.02	20	0.05	0.012	0.012
" free	....	..	....	4.305	.....
Sardinia	0.30	20	5.10	0.603	0.181
Switzerland	0.08	4	7.40	3.025	0.18
Belgium	0.08	8	18.68	3.998	0.373

The English duty on coffee is far lighter than that on tea, and the consumption of the article is very light, being hardly one-fifth as much per head as of tea, while the tax is barely a fifth of that on tea. The Zollverein, with a relatively higher duty, has large consumption. In the United States, there is no duty, and in Belgium and Switzerland a very low one, and in each of these countries the consumption is very large, comparatively; while in the same countries a favorable treatment of tea does not promote its use. In France, more coffee is used than in England, and the Zollverein uses more of both tea and coffee than France. The article of cocoa, according to the above revenue table, is important only in France and Spain, but treated in the same manner it has curious results:—

COCOA.

	Average duty per kilogramme, francs.	Per cent of value.	Ratio to total customs, per cent.	Consumption per head, kilogrammes.	Duty per head, francs.
France	0.65	38	1.50	0.115	0.075
England	0.22	9	0.07	0.068	0.016
Zollverein	0.49	..	0.43	0.027	0.013
Austria	0.39	39	0.72	0.014	0.005
Holland	0.02	1	0.08	0.070	0.001
Russia	0.65	30	0.04	0.001	0.000
Spain	0.61	34	24.67	0.426	0.261
United States	0.24	38	0.04	0.040	0.009
Sardinia	0.25	21	0.39	0.056	0.014
Belgium	0.12	10	0.29	0.052	0.008

In the case of tea, England and Russia are very large consumers, in spite of the high duties. In the use of coffee, the United States, the Zollverein, Belgium, Switzerland, and Holland have the largest demand at low duties. Of cocoa, Spain is by far the largest consumer, and France stands next, although both those countries have the heaviest duties upon it. In other countries, although the duty is small, neither the consumption of the article, nor the revenue derived from it, is important. In every case, with the exception of Spain, there would be an advantage in removing the duty altogether, since the duty may not only have prevented the use of cocoa, but have induced the use of adulterated and unwholesome substitutes. Cocoa is a wholesome and agreeable beverage, and it is possible that left entirely free it might come into such general use as would enable it subsequently to bear a revenue tax. These three articles, tea, coffee, and cocoa, belong to the same class, and the different quantities used in various lands, under divers circumstances of taxation, show how much depends upon custom in respect of the ability of consumable articles to yield a revenue. Closely allied to those articles, however, and more important than either of them, is sugar, since it is the accompaniment of each and all of them in all countries, and the revenue derived from it is everywhere important, and the tax *ad valorem* is everywhere large, as follows:—

SUGAR.

	Average duty per kilogramme, francs.	Per cent of value.	Ratio to total customs, per cent.	Consumption per head, kilogrammes.	Duty per head, francs.
France	0.477	55.50	33.87	3.500	1.87
England	0.357	50.88	21.72	13.282	4.82
Austria	0.311	50.31	23.00	1.004	0.318
Zollverein	0.373	54.00	13.34	1.076	0.405
Holland	0.008	0.41	1.91	19.577	0.015
Russia	0.633	45.55	11.99	0.372	0.228
Spain	0.065	0.71	4.29	2.040	0.132
United States	0.193	30.00	9.36	10.648	2.055
Sardinia	0.224	21.34	25.55	4 000	0 888
Switzerland	0.070	12.22	11.57	4.048	0.280
Belgium	0.010	1.24	2.29	4.632	0.040

The first two columns in the table are the results of elaborate computation, since sugar sustains many different taxes in different countries in respect to its importation, whether in a raw or refined state, and also in respect to its origin, which determines the protective duty for colonial or domestic refined. The "average duty" is obtained by dividing the whole revenue received by the weight of sugar consumed. This result is in some degree disturbed by the fact that in several cases the duty is intended as a protection to beet-root sugar, of which the consumption is not included above. In addition to these difficulties in respect to the sugar tax, Belgium and Holland imposes an excise upon the consumption of sugar; this in Belgium amounts to $4 25 per cwt., and Holland to $2 25 per cwt. In both these cases the import duty is small, but the two duties do not prevent a very large consumption of sugar.

Before reviewing the position of beet-root sugar, it will be interesting to look at the sugar movement in England, which has been of great importance. The following table shows the consumption, price of, and duty on sugar, in Great Britain, from 1801 to 1858, inclusive:—

QUANTITY OF SUGAR ANNUALLY CONSUMED IN THE UNITED KINGDOM, WITH THE AVERAGE RATE AND AGGREGATE AMOUNT OF DUTY COLLECTED THEREON; ALSO, THE AVERAGE PRICE, INCLUSIVE AND EXCLUSIVE OF THE DUTY, AND THE AVERAGE QUANTITY CONSUMED BY EACH INDIVIDUAL OF THE POPULATION, FROM 1801 TO 1858, INCLUSIVE.

	Quantity of sugar consumed in the United Kingdom. Cwts.	Net revenue accruing from sugar, after the deduction of drawbacks and bounties on sugar exported. £	Average rate of duty per cwt. paid by the consumer. £ s. d.	Average price per cwt. in bond. £ s. d.	Average price per cwt. inclusive of duty. £ s. d.	Population of the United Kingdom.	Average quantity consumed by each individual of the population. Lbs.
1801-'14*.	2,847,519	3,362,702	1 6 2	2 8 1	3 14 3	17,256,000	18
1815.....	2,523,326	3,454,412	1 10 7	3 1 10	4 12 5	19,118,000	15
1816.....	2,835,396	3,612,715	1 9 2	2 8 7	3 17 9	19,463,000	16
1817.....	3,680,692	4,434,051	1 7 1	2 9 8	3 16 9	19,772,000	21
1818.....	2,122,760	2,751,169	1 10 1	2 10 0	4 0 1	20,076,000	12
1819.....	3,111,018	3,996,589	1 8 8	2 1 4	3 10 0	20,398,000	17
1820.....	3,275,959	3,925,481	1 7 3	1 16 2	3 3 5	20,705,000	18
1821.....	3,412,245	4,188,997	1 7 4	1 13 2	3 0 6	20,985,000	18
1822.....	3,182,929	4,060,544	1 7 5	1 11 0	2 18 5	21,320,000	17
1823.....	3,466,209	4,407,476	1 7 4	1 12 11	3 0 3	21,672,000	18
1824.....	3,591,157	4,641,997	1 7 5	1 11 6	2 18 11	21,991,000	18
1825.....	3,271,388	4,176,673	1 7 4	1 18 6	3 5 10	22,304,000	16
1826.....	3,788,507	4,951,071	1 7 5	1 10 7	2 18 0	22,605,000	19
1827.....	3,539,865	4,650,224	1 7 2	1 15 9	3 2 11	22,893,000	17
1828.....	3,879,257	5,002,338	1 7 3	1 11 8	2 18 11	23,200,000	19
1829.....	3,809,710	4,896,271	1 7 4	1 8 7	2 15 11	23,535,000	18
1830.....	4,057,229	4,767,374	1 5 10	1 4 11	2 10 9	23,834,000	19
1831.. ...	4,076,253	4,650,606	1 4 2	1 3 8	2 7 10	24,083,000	19
1832.....	3,879,810	4,394,352	1 4 2	1 7 8	2 11 10	24,343,000	18
1833.....	3,766,411	4,414,346	1 4 2	1 9 8	2 13 10	24,561,000	17
1834.....	3,928,561	4,559,418	1 4 3	1 9 5	2 13 8	24,820,000	18
1835.....	4,022,850	4,667,920	1 4 2	1 13 5	2 17 7	25,104,000	18
1836.....	3,593,144	4,184,209	1 4 1	2 0 10	3 4 11	25,390,000	16
1837.....	4,048,665	4,760,576	1 4 0	1 14 7	2 18 7	25,676,000	18
1838.....	4,021,246	4,656,912	1 4 0	1 13 8	2 17 8	25,895,000	17
1839.....	3,820,393	4,586,936	1 4 0	1 19 2	3 3 2	26,201,000	16
1840.....	3,594,412	4,449,070	1 5 2	2 9 1	3 14 3	26,519,000	15
1841.....	4,057,900	5,114,390	1 5 2	1 19 8	3 4 10	26,730,000	17
1842.....	3,868,474	4,874,812	1 5 2	1 16 11	3 2 1	27,006,000	16
1843.....	4,028,326	5,076,326	1 5 2	1 13 9	2 18 11	27,283,000	17
1844.....	4,129,449	5,203,270	1 5 2	1 13 8	2 18 10	27,577,000	17
1845.....	4,856,680	3,574,471	0 14 9	1 12 8	2 7 5	27,875,000	20
1846.....	5,238,656	3,896,780	0 14 11	1 13 2	2 8 1	28,189,000	21
1847.....	5,805,638	4,405,237	0 15 2	1 7 8	2 2 10	28,093,000	23
1848.....	6,188,487	4,557,337	0 14 9	1 3 5	1 18 2	27,855,000	25
1849.....	5,980,824	3,912,170	0 13 1	1 5 2	1 18 3	27,632,000	24
1850.....	6,207,827	3,884,441	0 12 6	1 5 2	1 17 8	27,423,000	25
1851.....	6,571,626	3,979,141	0 12 1	1 5 2	1 17 3	27,529,000	27
1852.....	7,172,858	3,893,656	0 10 10	1 2 10	1 13 8	27,570,000	29
1853.....	7,487,589	4,083,836	0 10 11	1 5 0	1 15 11	27,663,000	30
1854.....	8,332,407	4,741,757	0 11 5	1 1 5	1 12 10	27,788,000	34
1855.....	7,547,157	5,058,500	0 13 5	1 6 9	2 0 2	27,899,000	30
1856.....	7,071,515	5,129,649	0 14 6	1 9 7	2 4 1	28,154,000	28
1857.....	7,419,517	5,055,034	0 13 8	1 15 6	2 9 2	28,414,000	29¼
1858†....	8,432,165	5,640,400	0 13 5	1 7 10	2 1 3	28,684,000	35⅔

* Annual average of fourteen years.

† For eleven months ending 30th of November. For the year we compute the consumption at 9,146,187 cwts.

NOTE.—With reference to the period from 1801 to 1814, inclusive, it is to be observed:—

1. That the quantities of sugar used in the distillation of spirits at various times during that period, when the distillation from corn was prohibited, together with the duties levied on the quantities so used, have been excluded from this statement.

2. That the destruction of the records by fire in 1814, having rendered it impracticable to obtain an accurate view of the consumption of any single year prior to that date, the annual average consumption of the whole period, 1801-1814, is exhibited as the substitute for such information.

Down to the year 1844, the supply of sugar came only from the colonies, the foreign being subjected to a duty of 63s. per cwt. In all that time, although the wealth and industry of the country increased greatly, the quantity of sugar per head remained unchanged, say 17 pounds per head; while the revenue, growing under the increased population, suffered from the bounty allowed on the export of refined sugar. In 1845, the first modification of the duty took place under Sir Robert Peel's bill, and the quantity per head began to increase rapidly. It will be observed that the price at which the consumer took it was nearly as high in 1857 as during the long period to 1844. Thus in 1833, they took 17 pounds per head, at a price of 53s. 10d.; in 1857, they took 29¼ pounds per head, at a price of 49s. 2d. It was not the reduction of price, but the generally improved condition of the people, that made the same price of *smaller relative* value to them than formerly. The following is a very important official table, constructed by the Board of Inland Revenue for the information of the Chancellor of the Exchequer, which, for the first time, shows the relative consumption of sugar by the different classes of society:—

The following estimated consumption of sugar by the different classes of society is the result of careful official investigations made by the Board of Inland Revenue:—

	England.	Scotland.	Great Britain.
The upper classes consume.....	23 per cent.	22 per cent.	22½ per cent.
The middle classes.....	37 "	40 "	38 "
The poorer or working classes....	40 "	38 "	39½ "
Total.....	100 "	100 "	100 "

Thus, the middle classes take 37 per cent, and the lower classes 40 per cent, of the whole quantity of sugar consumed. This fact places in a strong light the effect of general welfare upon the use of a taxed article.

The sugar production in Austria began in 1830, near Prague, and in ten years, from 1830 to 1840, 113 factories were put in operation; but of this number the greater part of those of the least importance, namely, those which were worked by a naked fire, and employed less than 1,500,000 kilogrammes of beet-root, (1,674 tons,) have been successively abandoned, and to such an extent that at the present time they do not reckon more than 109 in 1858, but in October of that year 13 new factories were opened in Bohemia, where the soil is favorable to the beet growth, and great attention is paid to its culture. The number of factories in operation in 1858 was as follows:—

	Factories.	Consuming
Bohemia.....	52	4,599,000 cwt. duty-paid roots.
Moravia and Silesia	34	3,628,000 " "
Hungary.....	15	1,430,000 " "
Austria.....	3	290,000 " "
Galicia	2	517,000 " "
Sclavonia	1	46,000 " "
Venice	1	27,000 " "
Transylvania	1	14,000 " "
Total.....	109	10,351,000 " "

The yield of the roots is 5 a 10 per cent of sugar, but now is, owing to the new process of reviving animal black, 7½ per cent average of sugar, which would give 36,190 tons, or more than one-third of the whole con-

sumption of sugar, and 20,000 tons of molasses. The article, as its manufacture has been developed, has been taxed by the government. In 1849, the tax was 1 florin 40 kreutzers, = to 80 cents, per cwt. of raw sugar, or 5 kreutzers (about 4 cents) per cwt. of fresh beet roots, or 27½ kreutzers on dry roots. The tax of 5 kreutzers on fresh roots was continued in 1850. In 1853, it was raised to 8 kreutzers. In 1857, it was advanced to 12 kreutzers, or $1 70 per 110¼ pounds of raw sugar. The duty on imported sugar is $5 33 per 110¼ pounds. This gives a discrimination in favor of the domestic article of $3 63, or 6.17 florins per 100 pounds, and to that extent the import duty is protective. The principal sugar refiners of Austria met at Vienna last summer, and, after a long deliberation, determined to recommend an addition of 50 per cent to the beet root duty; that is, to raise it from 12 to 18 kreutzers per 100 pounds. All these circumstances conflict with the regular consumption of sugar in Austria. It may be remarked that the Austrian colonial sugar imported for refiner's use, pays 2 florins per 100 pounds less than the same article in a raw state.

In the Zollverein, the duty upon beet-root sugar has also been increased as fast as it was supposed capable of yielding a revenue. It was protected by the government against cane sugar by a tax of 2½ cents per pound. The duty on imported sugar is now $5 52 per 110¼ pounds. The manufacture of beet sugar has progressed as follows:—

	No. factories.	Cwt. beet-roots used.		No. factories.	Cwt. beet-roots used.
1840.....	145	4,820,734	1857.....	241	26,138,309
1851.....	184	14,724,309	1858.....	251	28,409,674
1852.....	220	17,831,406			

The average product per factory is more than in Austria.

The quantity of beet-root used in the several countries, which compose the Zollverein, for 1858, was as follows:—

BEET-ROOT IN THE ZOLLVEREIN IN 1858.

Prussia.....cwt.	24,312,925	Saxony .....cwt.		118,738
Brunswick.....	1,293,352	Hanover.....		84,346
Baden.....	1,139,735	Hesse.....		20,028
Wurtemburg	935,325			
Bavaria.....	377,166	Total, 1858		28,409,674
Thuringia	225,853	Total, 1857		26,138,304

The consumption of sugar in the aggregate has increased considerably in the Zollverein, but the diminished use of imported sugar has been more than compensated by the increase of beet sugar. In 1838, the consumption of sugar of all kinds was 4½ pounds per annum, of which four pounds was imported. In 1853, the consumption had risen to 8.14 pounds per head per annum, of which 5.17 pounds was beet-root. This was with a population of 29,728,385 souls. At this rate of progress beet-root will soon supply the whole home demand.

The tax on beet-root sugar was levied in September, 1841, at ½ groschen the cwt. of beet-roots; raised in 1844, to 1½; in 1853, to 6; and 1858, 7½, or as follows, with the equivalents:—

	Silver groschen per 110 lbs. beets.				
1841.....	½ or 1½	cents, equal to	28	cents per 110 pounds raw sugar.	
1844.....	1½ or 3¾	"	"	73	" " " "
1847.....	3 or 7½	"	"	146	" " " "
1853.....	6 or 15	"	"	292	" " " "
1858.....	7½ or 18¾	"	"	365	" " " "

The future promises a larger revenue. The receipts from the tax were as follows:—

	Rate.	Duty.		Rate.	Duty.
1841 to 1847.....	½ a 1½	$232,991	1853 to 1856.....	. a 6	$3,966,536
1847 to 1853.....	. a 1½	1,156,744	1856 to 1857.....	. a 6	5,312,856

The increased duty for 1858 will cause still larger receipts.

The disposition is thus, both in Austria and the Zollverein, to diminish the protection to domestic sugar; that is, to equalize the taxes, as in France, to a purely revenue scale.

The production of beet-root sugar in France did not much increase up to 1828, probably in consequence of the general exhaustion of the country consequent upon the long wars. It enjoyed, however, a great protection, being free of import, while colonial sugar was charged 50 francs per 100 kilogrammes, equal to 4½ cents per pound. This stimulated the beet-root production to a great extent, inducing large investments in machinery. It resulted that the home-made sugar so far supplanted the cane that the government revenues began to suffer, and the colonists raised a great outcry about the loss of the market, demanding that the beet-root sugar should be suppressed by the purchase of the interest by the government. During the agitation of this matter the beet-root sugar interest languished, because its future was uncertain. Finally, in 1843, a tax was imposed upon it, to be enhanced annually for five years, when it would be the same as the duty on cane sugar, viz., 49f. 50c. per 100 kilogrammes. In face of this onerous tax the interest took a new start, and many improvements were introduced, not only in the cultivation of the cane, but in the mode of extracting the sugar. Of the 10 per cent of sugar which the roots contained, the new process raised the proportion obtained from 7 to 8, and now nearly 9 per cent.

The provisional government of 1848 also maintained the duty on beet-root sugar at 50 francs, and reduced that on cane from the West Indies to 44 francs, and on Bourbon to 41 francs. The 3 francs were supposed to compensate for the longer voyage. The duties are now equalized on all.

The beet-root sugar manufacture in France is shown in official reports for the season of 1857–58, to the end of the month of August. It appears from it that there were 341 factories in operation, which is an increase of 58 on the previous year. There were 146 of them in the department of Nord; 54 in Aisne; 62 in Pas de Calais; 34 in Somme; 21 in Oisne, and 24 in fourteen other departments:—

	1857.	1858.	Increase.
Number of factories.....	283	341	58
Made.....kilo.	83,126,618	151,514,435	68,387,817
Consumed.....	78,071,137	111,877,112	33,805,975
Stock, August 31st, in factories.....	4,344,483	16,067,330	11,722,847
" " in warehouse	5,684,390	10,106,737	4,418,347
Total stock.....	10,028,873	26,174,067	16,141,194

The increased use of beet-root sugar was such that the duties collected from it in 1858 reached 63,861,200 francs, or $12,774,240, an increase of $4,500,000 over the beet-root sugar tax of 1857.

The kilogramme being 2.20 pounds, it follows that 1,000 kilogrammes is nearly a ton; hence, that the consumption in France of beet sugar was, in 1858, 111,877 tons. It follows that home-made sugar is now no longer protected at the expense of the colonial, and the total tax is one purely

of revenue as respects French sugars, while the policy in both Austria and the Zollverein is in the same direction, viz., to abolish protection in respect both to home-made and colonial sugars. In the United States, the tariff of 1857 reduced the import duty from 30 to 24 per cent *ad valorem*. All these circumstances tend to disturb the actual figures for the consumption of sugar, as calculated in the above table, which is based entirely on the imported articles.

The duties upon wine, spirits, and tobacco are also irregular, and so influenced by various circumstances that a comparison, similar to the above, would be productive of no useful results. Many other duties named in the above table are levied with the object of "protection," which is supposed to be to give the "national" productions a more favorable position in the home markets than the competing imported articles. This "protection" has many degrees, of which the highest is "prohibition." Then follows a scale of protective duties which does not tax the imported raw materials of the industry sought to be protected, and also the diminishing of the prices of those raw materials of domestic production by the imposition of export duties. The protective nature of a duty is determined to some extent by those upon the raw materials of which it is composed. Thus, a duty on woolen cloths is a revenue duty, if the raw wool bears also a duty. If, however, wool is made free, then the duty on the cloths acquires a protective nature. Protection by prohibition has nearly disappeared from the commercial code of civilized nations. It exists only in France and in Spain. In Russia, prohibition has only upon certain articles the object of protection. In the Zollverein, only playing-cards and salt are prohibited, and these by reason of the government monopoly. In Sardinia, tobacco is forbidden for the same reason. Prohibition has entirely disappeared from the tariffs of England, Holland, Belgium, Switzerland, and Austria. In France, the prohibited list is very large, and embraces most industries.

Among protective tariffs the duty on cotton textures has a permanent range. In England, with the exception of hose, they are free. In France, they are prohibited. In other countries they bear different rates of duty. In the Zollverein, a single duty protects the coarsest goods. In Austria, a scale of rates protects four fine grades; and in Spain, 50 classes of cloth, according to the fineness. In Holland, there is an *ad valorem* duty of 4 per cent, and in the United States, 20, 25 a 30 per cent, by the tariff of 1857 reduced to 19 per cent. A comparison of the different duties and their operation gives the following result. The ratio of duty to the value is found through the quantities imported and the yield of duty:—

COTTON.

	Ratio to total duty, per cent.	Duty, per cent.	Ratio to total imports, p. ct.
France	.....	.....	.....
England	.....	.....	0.32
Zollverein	1.96	?	?
Austria	3.15	23.13	0.98
Holland	13.25	3.88	3.24
Russia	4.52	39.00	2.66
United States	6.36	22.42	8.18
Sardinia	13.40	14.19	2.49
Belgium	5.93	16.00	0.94
Switzerland	3.60	?	?
Spain	6.18	13.22	2.29

The two last columns for Switzerland and the Zollverein are not filled out, because the official returns afford no data. With England and France extremes produce the same results, viz., prohibition in one and freedom in the other, afford no figures for tabular statements. In the United States, the rate is given under the tariff of 1846, but the duties on cottons, it appears, bear a higher ratio to the whole customs receipts than in any other country, being 6.36 per cent. Holland is the next, but there less than half the ratio of the United States. In the following table we give the figures for linen and woolen goods together:—

	Ratio of duty to total customs.		Duty per cent of value.		Ratio to total imports.	
	Linen.	Woolen.	Linen.	Woolen.	Linen.	Woolen.
France	0.82	....	15.43	.....	0.48	....
England	0.04	....	0.82	.....	0.06	0.77
Zollverein	0.21	3.13	?	?	?	?
Austria	0.26	4.42	11.58	17.36	0.16	1.82
Holland	1.27	13.74	1.32	3.54	0.91	3.70
Russia	1.82	3.15	24.84	40.86	1.56	1.89
United States	3.60	9.29	28.83	28.38	3.60	9.40
Sardinia	0.83	8.63	8.94	11.52	0.35	2.76
Belgium	0.22	15.28	15.00	10.90	0.04	3.59
Switzerland	9.68	4.22	?	?	?	?
Spain	2.46	8.90	2.66	25.63	2.32	5.00

Thus, in Holland woolens yields 13¾ per cent of the whole customs duty, at an *ad valorem* of 3½ per cent. In the United States, woolens give 9¼ per cent of the whole customs, at an *ad valorem* rate of 28.38 per cent. The highest *ad valorem* duty is in Russia, 40.86 per cent. The United States derive from these two articles a much larger proportion of their customs revenue than does any other country. In all other countries the duties are less, with the exception of the Russian charge upon woolens. In all those countries the facilities for consuming these articles are greater than in the United States, but the proportion of revenue derived from them is very unimportant, while in the United States it is considerable. We here again encounter the same fact as in the above articles of nutriment, viz., that the tax is not absolute in regulating the amount of taxes, but that the customs and inclination of the people are far more potent in prescribing the amount of imports. Again, in the United States, although cotton goods at a high rate of taxation give 8 per cent of customs revenue, yet the United States are, next to Great Britain, the largest producers of these articles, and are larger consumers than Great Britain, where there is no tax whatever on the imported goods. In Great Britain, the weight of cotton consumed in the country was, in 1856, 238,548,400 pounds; in 1857, 171,096,350 pounds. In the United States, the quantity of domestic cotton consumed was 819,936 bales, or 377,171,560 pounds. The quantity of cotton goods imported was equal to 100,000,000 pounds of cotton. Thus, more than double the cotton was consumed in the United States than was taken by Great Britain. If we admit that the 22.42 per cent average tariff in the United States enhanced the price of the whole consumption to that extent, then we have the fact that the United States, at 22 per cent higher tax, consumed double the weight of cotton per head that the English took free of all tax. This certainly does not look like any strong influence of taxation against consumption. We have again, then, to recur to the predilections and customs of the people to account for the great difference in the uses of these arti-

cles; as in the case of cocoa, we find the Spanish paying the highest duty and using the most by far of the taxed article. The tax was not levied clearly for "protection," but for the purpose of revenue. Coffee pays there a less tax than in most other countries, but is used the least. The reason seems to be that the people, being indifferent to coffee, a small tax would be prohibitive. With cocoa, on the other hand, the people *will* have it, and, consequently, a high tax is paid without hesitation. The article is a good subject of revenue. Tobacco illustrates the same fact, and sugar, as we have seen, seems to thrive the more it is oppressed. In the United States, *more textile fabrics are made per head* than are *consumed in any other country;* nevertheless, these articles are imported at a higher tax than anywhere else—at a tax that in any other country would be entirely prohibitive. Why? One reason, no doubt, is, that the people *will* have the goods; another, that they can, in the long run, pay for them; but the chief reason of all is, that *credit* is the means by which they find their way into the channels of consumption. The long credits to importers, jobbers, retailers, and consumers through custom and the extended use of the banking system, by which all are able, more or less, to anticipate payment, or, at least, the semblance of it, promote that extended use of goods which manifests itself nowhere else. The 25 per cent tax which imported goods are enabled to bear in competition with those of domestic origin, is a part of the expenses of the credit system. If the same system of credits prevailed in other countries, there is but little doubt but revenue derived from textile fabrics would show an important rise.

Art. III.—COMMERCIAL AND INDUSTRIAL CITIES OF THE UNITED STATES.

NUMBER LXII.

CLEVELAND, OHIO.

SETTLEMENT OF CITY—DERIVATION OF NAME—WESTERN RESERVE—SITUATION OF CITY—POPULATION—INCORPORATED—OHIO CANAL—ERIE CANAL—CHIEF PORT OF OHIO—RAILROAD COSTS AND RECEIPTS—1ST REPORT OF CLEVELAND COMMERCE—ARTICLES RECEIVED BY RAILROAD—BY CANAL—EXPORTS BY LAKE—IMPORTS AND EXPORTS FOR SIX YEARS—TONNAGE—LAKE SUPERIOR TRADE—COPPER ORE—FOREIGN TRADE—ORIGIN AND PROGRESS—NUMBER OF VESSELS—FLOUR TRADE—RECEIPTS AND PRICES—WHEAT—CORN—OATS—PORK RECEIPTS AND PRICES—PACKING TRADE—WEIGHT AND ORIGIN OF CATTLE—LUMBER—SALT IMPORTS—COAL TRADE—SUPPLIES—EXPORTS BY LAKE—COAL RECEIPTS FOR TWENTY YEARS—COPPER ORE—IRON ORE—MANUFACTURES OF CLEVELAND—PROGRESS OF—EFFECTS OF THE PANIC—SMELTING WORKS—HANDS EMPLOYED—WAGES PAID—CITY IMPROVEMENTS—WATER FROM LAKE—BUILDING—TAXATION—MORTALITY—FIRES.

THE city of Cleveland, which now occupies so important a position in relation to the lake trade, was one of the earliest of Western enterprises. About the year 1795, General Moses Cleveland, of Canterbury, Connecticut, as agent of the Connecticut Land Company, commenced the survey of the Connecticut Western Reserve. He surveyed and laid out Cleveland, and run its streets before there was a single white inhabitant in that part of the Northwest territory. The city is at the mouth of the Cuyahoga River; a small portion of the city lies on the river where the land is on a level with the lake, but rises by a steep ascent to a plain

eighty feet above the lake, where the chief city stands, and enjoys, not only a fine ocean view of the lake, but of the fertile country through which the Cuyahoga winds. In 1797, one family occupied this city, and the population was no greater in 1799. In 1825, the number had risen to 500. The city then began to feel the influence of the Erie Canal, which opened a market for the produce of the fine tract of country of which Cleveland is the center. Its harbor is one of the best on the lakes—several stone piers running 1,200 feet into the lake. In 1830, the population had reached 1,000; in 1834, 4,300; in 1840, 6,071; in 1850, 17,034; and the city was incorporated in 1836.

The completion of the Ohio Canal, connecting Portsmouth on the Ohio with Cleveland, gave a great impulse to the trade of Cleveland, and favored the development of its trade with Canada, which, since the Reciprocity Treaty, has assumed much importance. The city of Cleveland was long after the opening of the Erie Canal the chief port of the West, and for the shipment of the large crops of grain of which the State of Ohio soon became pre-eminent. The construction of the Ohio Canals opened up the internal resources of the State, to swell the trade of its port of Cleveland; and of late years the multiplication of railroads having Cleveland for a terminus has supplied new elements of trade. These railroads are as follows:—

	Length, miles.	Cost.	Receipts. 1857.	Receipts. 1858.
Cleveland and Erie.....	95	$4,040,978	$1,246,793	$1,101,243
Cleveland and Columbus.	141	4,752,319	1,149,741	1,106,104
Cleveland and Toledo....	200	7,193,010	930,282	838,211
Cleveland and Pittsburg.	133	9,442,999	739,924	772,098
Cleveland and Mahoning.	67	1,920,953	249,252	232,106
Cleveland & Bellefontaine	118	2,998,342	515,231	470,690
Total.....	754	$30,347,701	$4,831,223	$4,520,452

The decline in the receipts for the past year, as compared with 1857, does not show that utter prostration of business which has marked some other localities, but, on the other hand, indicates the sound nature of the business which concentrates in Cleveland. An elaborate report of the details of the commerce of Cleveland has been made by Mr. G. H. A. Bone, for the Cleveland *Herald*, from which we extract.

The quantities and descriptions of the articles that are poured into Cleveland over the railroads are seen in the following returns for the six months to December 31st:—

RECEIPTS BY RAILROAD OF SOME OF THE LEADING ARTICLES FOR THE SIX MONTHS ENDING DECEMBER 31ST, 1858, AND THE CORRESPONDING SIX MONTHS OF 1857.

	July 1 to Dec. 31, '57.	July 1 to Dec. 31, '58.		July 1 to Dec. 31, '57.	July 1 to Dec. 31, '58.
Flour.....bbls.	263,195	225,156	Lard.....tons	767	1,921
Wheat ....bush.	590,502	772,443	Butter.....	1,778	1,744
Corn	58,076	70,036	Cheese.....	4,330	4,265
Oats.....	240,705	193,169	Eggs .....bbls.	3,336	7,086
Rye.....	27,130	11,751	Wool.....tons	1,675	1,955
Barley.....	31,053	95,665	Dom. spirits..bbls.	53,279	42,395
Beef. bbls. & t'ces	3,745	8,685	Dress'd hogs..tons	421	1,620
Pork .....bbls.	11,583	52,145	Iron.....	7,950	5,101
Bacon.....tons	1,185	1,629	Nails.....	3,731	6,281

The annexed statement shows the comparative receipts by canal for the years 1857 and 1858 of some of the leading articles:—

	1857.	1858.		1857.	1858.
Flour.....bbls.	157,724	253,265	Bacon.....tons	32	52
Wheat....bush.	289,446	353,895	Butter.....	107	112
Corn.....	164,873	239,755	Eggs .....bbls.	614	756
Oats	50,321	90,430	Iron.....tons.	921	1,221
Rye.....	.....	12,804	Nails.....	4,277	410
Barley	.....	27,946	Wool.....	38	19
Pork .....bbls.	5,092	6,271			

The report of the Board of Trade remarks:—

The season of navigation opened early last year and remained open until nearly the close of the year. The business of the port shows a falling off during the past three years, principally in the article of merchandise. The exports of Ohio produce during the past year are in excess of those of 1857, whilst the articles brought through the State and classed under the head of merchandise show a large reduction. The reduction in imports also occurs principally under this head. The following table shows the difference in exports of a few leading articles of produce between the years 1857 and 1858:—

	1857.	1858.		1857.	1858.
Flour.....bbls.	334,002	518,885	Highwines. .bbls.	58,063	50,897
Wheat.....bush.	489,714	680,764	Butter.....kegs	13,889	16,442
Corn	148,094	226,384	Lard.....	4,853	47,288
Oats	110,311	116,340	Cheese....boxes	26,153	31,554
Rye.....	13,705	27,498	Wool .....bales	15,757	16,176
Pork .....bbls.	18,014	44,650	Coal.....tons	221,620	129,048
Beef.....tierces	10,404	13,774			

The decrease in total exports in 1858 from 1857 was $19,414,253. The decrease in the article of "merchandise" exported coastwise during the same time was $20,368,000. The following table shows the value of imports and exports of the port of Cleveland during the last six years:—

	Imports.			Exports.		
	Coastwise.	Foreign.	Total.	Coastwise.	Foreign.	Total.
1853..	$54,081,174	$170,668	$54,251,842	$32,320,521	$397,209	$32,717,730
1854..	58,487,803	561,191	58,048,994	33,919,629	469,805	34,389,434
1855..	81,088,168	468,167	81,556,335	76,388,304	733,318	77,121,622
1856..	36,588,787	259,311	36,848,098	41,873,100	648,454	42,521,554
1857..	29,418,132	186,484	29,604,616	42,349,170	411,325	42,805,495
1858..	26,087,849	168,409	26,256,258	13,166,256	224,986	23,391,242

The large increase in exports and imports during the year 1855 is in the class of "merchandise."

The number of vessels entered and cleared, with their tonnage and men, is as follows:—

	Number.	Tonnage.	Men.
Entered coastwise.....	1,772	663,405	23,827
Cleared coastwise.....	1,755	648,071	23,849
Entered foreign American vessels.....	212	39,080	1,772
Entered foreign British vessels	153	10,034	1,042
Cleared foreign American vessels	186	34,252	1,636
Cleared foreign British vessels.....	143	18,254	972
Grand total in 1858.....	4,221	1,422,096	53,098
" " 1857.....	4,875	1,477,538	60,174
" " 1856.....	4,117	1,477,559	60,343
" " 1855.....	4,797	1,782,493	71,976
" " 1854.....	4,885	1,975,677	78,468
" " 1853.....	6,039	2,561,008	97,784

During 1855, 1856, and 1857 more than half of the foreign trade was carried on in British vessels, but during the past year over 57 per cent was carried in American vessels. The total number of entries and clearances to foreign ports during the last six years is thus shown :—

	American.	Foreign.		American.	Foreign.
1853.....	641	178	1857.....	516	565
1854.....	446	363	1858.....	398	296
1855.....	411	425			
1856.....	365	508	Total.....	2,777	2,335

The trade between Cleveland and Lake Superior has assumed such proportions that it must be treated as a distinctive feature in any statement of the commerce of this port. It is but a few years since the business of that region of country was deemed of but little importance, and a broken-down steamer or two was considered sufficient to supply its wants. When a steamer had become so old and worthless that she could not be run on the lower lakes with any chance of obtaining freight or passengers, she was put on to the Lake Superior route, where she remained until wrecked, or until she fell to pieces through extreme old age. At present the trade supports a class of steamers noted for their strength, speed, and accommodation, whilst a new class of screw steamers has been created expressly for the route, which bids fair to work an entire revolution in the steam navigation of the lakes. During the past season there have been running in the line three first-class side-wheel steamers, making one departure from Cleveland about every third day, two first-class passenger screw steamers, making one departure every week, and three propellers, making frequent trips. Besides these, several sail vessels have been running, taking up coal and bringing back iron ore. The total number of arrivals from and clearances to Lake Superior ports during the season of 1858 were—steamers, 74; propellers, 64; sail vessels, 103.

The value of the exports from Cleveland to Lake Superior during the past season amounts to $2,000,000, and the imports to $3,000,000. The prostration of the commercial interests of the country has been severely felt in the Lake Superior trade, but a brisk revival of business is confidently looked forward to. From the figures given, it will be seen that the trade is one that Cleveland has a large interest in, and no step should be missed that will tend to retain the position our city has attained in regard to it, and active measures should also be taken to secure a large increase.

The Custom-house valuation of the copper ore received from Lake Superior is $2,730,600. A portion of this is stopped here and smelted at Hussey & Co.'s works, but the largest part is sent east. The valuation of the Lake Superior iron ore received here is $102,000. This is all sent into the interior of the State or to Pittsburg, to be returned in the shape of pig iron for our rolling mills and furnaces, or wrought iron for sale or consumption. With the actual position of Cleveland as a great coal receiving point, it becomes an important question whether a much larger share of the valuable mineral receipts should not be stopped here and be worked up into marketable shape.

In addition to her lake trade Cleveland has also a trade with Europe direct.

In the year 1856, the schooner Dean Richmond of 379 tons, was built in Cleveland for Chicago interests. This vessel was loaded with wheat,

and sailed from Chicago to Liverpool. She arrived in good time, having made a quick passage, and astonished the English people by her rig, and from the fact of her having come from the inland lakes of America to Europe. The schooner was sold in Liverpool, and her new owners changed her name to the Belina. She is now engaged in the trade between Liverpool and Brazil, on which route she has made quick and successful trips.

In 1857, the same builders turned out the bark C. J. Kershaw of 380 tons. She was loaded with staves, cedar posts, and black walnut lumber. In the fall she started on her return with a load of crockery and iron, but was twice driven back by terrific gales, and had to go into dock for repairs. This brought her into St. Lawrence River so late that she was frozen in the Lachine Canal. Early in 1858 she arrived here with her cargo in excellent order, and to the perfect satisfaction of the consignees.

About the time that the Kershaw was launched, a small British schooner, the Madeira Pet, of 123 tons, came from Liverpool through the rivers and lakes to Chicago, with a cargo of hardware, cutlery, glass, etc., on speculation. The enterprise was not successful, and no more attempts were made to establish a direct trade between Chicago and European ports.

During the spring and summer of 1858, several of the leading business men of Cleveland entered with vigor into the trade, and a respectable fleet of vessels were dispatched to European ports. A new bark, the D. C. Pierce, was sent to Liverpool with a cargo of staves and black walnut lumber. The same parties sent the C. J. Kershaw to London with a similar cargo, and the Chieftain and Black Hawk, with the same kind of freight. Mr. T. P. Handy sent the R. H. Harmon with staves and black walnut lumber to Liverpool, the D. B. Sexton with a similar cargo to London, and the J. F. Warner with a cargo of the same kind to Glasgow. Mr. H. E. Howe sent the new bark H. E. Howe to London with a cargo of staves and lumber. Colonel N. M. Standart sent the Correspondent to Liverpool with a load of wheat, and Mr. C. Reis freighted the Harvest to Hamburg with a cargo of lumber, staves, and fancy woods. This made a fleet of ten vessels, owned and freighted by Cleveland merchants, with a total tonnage of 3,600 tons. Two vessels were sent out from Detroit with similar cargoes, but the enterprise is pre-eminently a Cleveland one.

All of the Cleveland fleet disposed of their cargoes to good advantage. Six of them returned with cargoes of crockery, bar iron, pig iron, or salt. This part of the trip also proved successful. It was the intention of the owners to sell some of the vessels in England, but the shipping interests were so prostrated that it was impossible to dispose of the ships at anything like a fair price. They therefore still remain in the hands of Cleveland owners, but four of them have not returned to the lakes. The D. B. Sexton now runs between Cleveland and the Mediterranean; the H. E. Howe went on a voyage to South America, the Harvest is gone to the West Indies, and the C. J. Kershaw is employed, we believe, in the Mediterranean trade. Wherever any of the Cleveland vessels have been they have called forth complimentary remarks by their fleetness and steadiness in heavy weather.

The cost of the round trip is estimated to be between three and four thousand dollars. One great portion of the expense arises in the passage through the canals and rivers between Lake Erie and the Atlantic. With

the widening and deepening of the Welland Canal, and some farther improvements in the river and canal navigation, larger vessels can be employed in the trade, and the rate of expense per ton be thereby greatly lessened. At first there was great difficulty in procuring policies of insurance on the bottoms or cargoes on this route, as the Eastern companies were doubtful of the practicability of the enterprise. This difficulty has been pretty much got over, and reliable companies are now willing to underwrite at fair rates.

We learn that the enterprise so well begun by Cleveland money and energy, is not to be abandoned. Two vessels are already arranged for, to start early in the spring for Europe. May this important movement go on and prosper!

The receipts and shipments of breadstuffs have been much deveveloped. The receipts of flour from all sources are thus shown :—

Receipts by railroad and canal.....bbls.		656,233
" lake.....		1,222
Manufactured in the city.....		119,000
Total.....		776,455
Shipped by lake.....	518,885	
" canal.....	1,493	
		520,378
Balance.....		256,077

The balance, 256,077 barrels, is left for consumption here, or shipment by rail.

The receipts and shipments of wheat for the year were larger than for 1857.

The following shows its movements and disposition during the year :—

Receipts by railroad and canal.....bush.		1,408,290
" lake.....		79,188
Total.....		1,487,478
Shipped by lake.....	680,764	
" canal.....	103,356	
Taken to mill in Cleveland.....	595,000	
		1,379,120
Balance.....		108,358

Leaving a balance of 108,358 bushels for the shipments by railroad to supply the wants of the country millers.

Until the fall the receipts were large and prices ruled low. During the latter months of the year the receipts fell off considerably, and prices advanced whilst transactions diminished.

The shipments by lake for six years have been as follows :—

	Flour.			Wheat.		
	Coastwise.	Foreign.	Total, bbls.	Coastwise.	Foreign.	Total, bush.
1853.....	762,702	30,527	793,229	2,019,599	24,600	2,034,199
1854.....	369,829	7,302	377,131	25,620	.....	25,620
1855.....	394,380	14,047	408,247	644,118	72,876	536,994
1856.....	574,631	12,761	587,392	368,228	69,423	437,651
1857.....	325,978	8,024	334,002	474,300	15,404	489,704
1858.....	511,552	7,333	518,885	668,605	12,059	680,764

The receipts of corn by railroad and canal for the year amounted to

422,539 bushels, and by lake to 14,604 bushels, making a total of 437,143 bushels.

Considerable business was done in barley during the past year, there being an extensive malting house here, in addition to the malting houses attached to the large breweries. During the greater part of the year the demand exceeded the supply. The receipts from the interior have been 109,548 bushels. The exports by lake were 14,475 bushels, and by canal 1,360 bushels, leaving 93,713 bushels as the amount consumed here. The average price during the spring of 1858 was 65 cents, and during the autumn 70 cents.

The year opened with a heavy supply of oats on hand. Prices ruled low until the fall, when the stock on the market ran low and receipts were small. A large stock of old oats was held out of the market for higher prices, but the arrival of the new crop somewhat lessened the views of holders, and the year closed with sales of new at 48 cents, and with holders asking 54 a 55 cents for old. The receipts by railroad and canal amounted to 466,764 bushels, in addition to which 62,545 bushels were imported by lake, making a total of 529,309 bushels.

The shipments by lake for six years have been as follows:—

	Corn.			Oats.		
	Coastwise.	Foreign.	Total.	Coastwise.	Foreign.	Total.
1853...bush.	86,705	84,809	171,514	1,499	.....	1,499
1854	621,767	174,016	795,783	265,118	.....	265,118
1855	233,662	89,751	323,413	103,376	13,500	116,876
1856	242,887	105,048	347,935	241,863	36,000	277,863
1857	148,094	.....	148,094	98,911	11,400	110,311
1858	226,384	.....	226,384	136,340	. ...	136,340

	Prices of medium to good extra flour for two years.		Wheat.		Corn.		Oats.	
	1857.	1858.	1857. White.	1858. White.	1857.	1858.	1857.	1858.
Jan. 6 .	$5 50 a 5 88	$4 a 4 25	120 a 130c.	90 a 105c.	55c.	63c.	36c.	29
Feb. 2..	5 88 a 6 12	4 a 4 25	130 a 138c.	85c.	56c.	60c.	37c.	29
March 2	6 a 6 25	4 a 4 25	130 a 138c.	80 a 86c.	56c.	44c.	37c.	27
April 6	5 50 a 5 80	3 87 a 4 10	130 a 138c.	81c.	51c.	41c.	40c.	29
May 4.	7 a 7 25	4 a 4 25	165 a 170c.	85c.	70c.	45c.	57c.	30
June 2..	7 25 a 7 75	3 75 a 4 12½	175 a 180c.	78 a 80c.	86c.	48c.	63c.	29
July 4.	7 a 7 25	4 a 4 30	160 a 165c.	90 a 96c.	73c.	57c.	54c.	34½
Aug. 1.	6 38 a 7	4 37½ 4 50	160 a 165c.	100c.	72c.	60c.	60c.	39
Sept. 1.	5 50 a 6	5 50 a 5 75	120c.	127c.	72c.	65c.	80c.	53
Oct. 3..	5 25	4 50 a 5 00	107 a 119c.	.....	58c.	60c.	30c.	50
Nov. 2.	5 00	4 75 a 5	100 a 115c.	100 a 115c.	53c.	54c.	30c.	42
Dec. 1.	4 50 a 4 75	4 87 a 5 25	95 a 110c.	115 a 120c.	56c.	65c.	30c.	45
Dec. 29.	4 25 a 4 40	5 12 a 5 38	82 a 100c.	112 a 120c.	63c.	66c.	29c.	48

The trade in mess pork during the year was not large, and prices averaged much below the figures of the preceding year. The arrivals by railroad and canal foot up 82,693 barrels. The receipts of hams and bacon from the interior amounted to 8,594 tons; of tallow, 286 tons; and of lard, 5,521 tons. The following table shows the export by lake of pork and beef for the last six years:—

	Pork.			Beef.
	Coast.	Foreign.	Total.	Coast & foreign.
1853.....bbls.	23,657	10,162	33,819	16,886
1854.....	63,071	7,420	70,491	18,638
1855.....	31,227	166	31,393	24,777
1856.....	39,304	7,212	46,516	5,104
1857.....	14,224	3,790	18,014	10,404
1858.....	43,521	1,129	44,650	13,774

The only shipment of beef that comes under the head of "foreign" (to Canada) was in 1856, when 273 tierces were sent.

The packing trade of Cleveland has assumed a greater importance this year than it ever before had reached. Three heavy firms were engaged in it, and the work was pushed forward with great vigor. The following table shows the amount done by the principal houses during the packing season of 1858:—

	Tracy, Chapin & Co.	Sholl & Scovill.	Robison, Oviatt & Co.	Total.
Cattle	4,212	4,587	3,059	11,858
Hogs	18,844	11,206	7,908	37,958
Beef.....tierces	3,874	5,610	1,301	10,782
Beef.....bbls.	1,842	2,591	3,261	7,694
Beef, hams	1,059	68	798	1,920
Beef, tongues	111	81	80	272
Tallow	745	881	413	2,039
Cattle products.....pkgs.	7,628	9,231	5,843	22,708
Pork, mess.....bbls.	4,358	3,300	2,400	10,056
Pork, prime, &c	2,379	1,372	2,315	6,066
Pork, hams	2,060	1,427	955	4,442
Pork, shoulders.....tierces	.....	215	....	215
Pork.....bbls.	1,566	145	637	2,348
Lard	2,100	1,115	515	3,810
Hog products.....pkgs.	12,574	7,574	6,822	26,939

In addition to the above about five hundred barrels mess pork were packed by Rose & Brother for other parties, besides what was put up for their retail trade.

The average weight of the hogs was 176 pounds, and Messrs. Tracy, Chapin & Co. report, with an average weight of 172 pounds, the average lard to a hog to have been 26 pounds. Over two-thirds of the cattle packed here came from the Western Reserve, and were driven in on foot. Nearly all the best and heaviest beef was raised in the Reserve counties. Between seven and eight hundred thousand dollars have been paid out for cattle and hogs in this vicinity. A considerable quantity of beef was packed for the British navy, and it was of a splendid quality.

The trade in lumber has not been very large this season, and the market, during the latter part of the year, ruled low. The following shows the movements of lumber proper, excluding everything in the shape of shingles, lath, etc.:—

Received by lake.....feet		26,639,000
" canal		161,000
" railroad		2,150,000
Total		28,951,000
Exported by canal	9,277,000	
" lake	801,000	
		10,078,000
Balance		18,872,000

The balance has been principally disposed of here or sent out by railroad.

There has been a good supply of fine salt during the season of navigation, and prices have therefore ruled lower than in 1857. Just previous to the opening of navigation in the spring of 1858, the stock ran very

short, and worked itself into the hands of one dealer, who put the price up to $2 50. The arrival of several cargoes soon lowered the rates. At the close of the year the extensive packing operations carried on in the city had used up all the coarse salt, and none was left on the market. The following table shows the imports by lake of salt during the last six years. The foreign imports are of Turk's Island salt, imported in bulk from Liverpool, either direct (as was the case with some last season) or by way of Montreal:—

IMPORTS OF SALT BY LAKE FOR SIX YEARS.

	Coastwise.		Foreign.
	Barrels.	Sacks.	Bush.
1853	112,783	110,146	.....
1854	117,096	99,295	.....
1855	137,554	172,225	37,138
1856	101,540	49,300	7,419
1857	102,166	70,320	27
1858	114,406	35,681	40,184

In addition to the imports by lake, the Cleveland, Columbus, and Cincinnati Railroad brought to the city, in 1858, 2,750 barrels of Ohio salt, whilst the canal brought 420 barrels more. This made a total of 117,576 barrels. There was shipped by canal during the season 18,510 barrels, and by lake, 4,511 barrels.

The coal trade of the city has, like other branches of commerce, suffered somewhat from the financial pressure. Thus a considerable falling off is apparent in both receipts and shipments.

Receipts for the year ending December 31st, 1857, and the year ending December 31st, 1858, have been as follows:—

	1857.	1858.	Decrease.
Cleveland and Mahoning Railroad	91,648	81,002	10,646
Cleveland and Pittsburg Railroad	93,926	62,873	31,053
Canal	135,816	78,392	57,424
Total	328,390	222,267	99,153

The exports by lake for the years 1856, 1857, and 1858 have been as follows:—

	1856.	1857.	1858.
Chicago	43,497	86,262	51,233
Milwaukee	5,227	24,502	7,446
Detroit	29,630	28,507	9,519
Wyandotte	4,094	8,221	11,798
Buffalo	7,378	8,508	6,588
Lake Superior ports	5,613	6,103	5,640
Other American ports	18,520	16,467	9,717
Canada	41,674	43,050	27,127
Total	155,633	221,620	129,048

Thus there has been a falling off of 92,572 tons from 1857, and 26,585 tons from 1856. Of the "other American ports" Toledo took last year 2,255 tons, and Mackinac 1,055 tons. Of the Canadian ports, Toronto took 14,399 tons; Hamilton, 3,624 tons; Windsor, 2,869 tons; Port Stanley, 1,750 tons; and Goderich, 1,127 tons. A large number of American and Canadian ports took quantities less than 1,000 tons.

The value of the coal received from the interior in 1858 was about $722,000, and of the exports about $420,000.

The following table exhibits the total receipts of coal received from the interior from the year 1829 to 1858, both inclusive:—

1829..... tons	708	1839.....tons	4,901	1849.....tons	66,801
1830.....	178	1840.....	6,028	1850.	83,850
1831.....	294	1841.....	16,742	1851.....	107,135
1832.....	431	1842.....	16,339	1852.....	137,926
1833.....	1,709	1843.....	13,574	1853.....	173,921
1834.....	3,347	1844.....	18,901	1854..... ...	170,975
1835.....	1,776	1845.....	31,136	1855.....	299,803
1836.....	2,944	1846.....	28,133	1856.....	246,995
1837.....	6,421	1847.....	44,401	1857.....	320,390
1838.....	2,496	1848.....	66,551	1858.....	222,267
Grand total.....					2,101,083

The total amount of anthracite coal received by lake in 1858 was 2,397 tons; and in 1857 it was 3,127 tons. The market for Ohio coal has been very dull throughout the season.

The receipts of Lake Superior copper show an increase in the face of the fact that the mining interests have been crippled by the financial stringency. The receipts for three years show as follows:—

1856.	1857.	1858.
3,754	3,603	4,551

This is an increase of 948 tons over 1857, and of 797 tons over 1856.

The total amount of iron ore received here during the past year amounts to 26,137 tons.

Cleveland is rapidly becoming a manufacturing point of some importance. It was but a few years since that there were but a few small manufactories of any description, and now they are numbered by scores, many being of large extent and doing a heavy business. The past three or four years have given birth to a large number of these industrial establishments, and with proper encouragement from our capitalists and owners of real estate, an additional number would undoubtedly be called into existence. The year just closed was a particularly gloomy one for manufactories of all descriptions, and in most of the Western cities the clank of the hammer ceased, the forge fires were extinguished, and the doors were closed on the distressed workmen, who had to seek their bread as they best might. The blow fell more lightly on the manufactories of Cleveland than on those of most cities. We believe that not one manufactory closed its doors for want of work, and a few were run to their full capacity. Most, however, had to reduce their number of men from twenty-five to fifty per cent.

Many of the establishments are of workers in iron, such as railroad rolling-mills, furnaces, car wheel factories, etc., and the principal want in this class is of a good blast furnace in the city. This is an important want yet to be supplied. There is one copper smelting works, where there should be three or four. Of machinists there are a great number. There are two large paper mills, a white lead works, melodeon factories, several extensive furniture manufactories, stove works, four large mills and several smaller ones, several planing mills, and a host of other manufactories of various descriptions. Of the article of ale alone, about 18,000 barrels were manufactured last year, and sold principally in Northern Ohio and the adjoining States, and it is estimated that the sales of ale and beer by the different breweries of the city, must last year have reached $200,000.

From data collected in a tolerably thorough research among the manufactories during the past year, we have set down the number of persons in the city actually employed in the different manufactories—exclusive of ship-yards—at about 2,000, and the amount of wages paid out to be about one million dollars. This estimate we consider to be within the mark.

During the past year considerable improvements have been made in the city, streets have been graded, sidewalks laid down, street lights have been added to, and water has been more extensively introduced into the streets and dwellings. The inlet pipe has been successfully laid out into the lake so as to obtain pure water instead of the muddy water previously taken from the shore. A large number of first-class dwelling houses have been erected, and some business blocks. The new government building on the east side of the park, a model of beauty and good workmanship, has been completed and thrown open to the public, and the new and elegant county Court-house on the northwest corner of the park has been brought to a state of forwardness which will insure its early completion. From the Auditor's books we obtain the following table of taxable property in the city during the last four years:—

TAXABLE PROPERTY IN THE CITY.

	Real estate.	Personal.	Total.
1858	$17,625,548	$4,325,881	$21,951,428
1857	17,497,789	4,151,199	21,648,988
1856	17,252,703	3,753,008	21,005,711
1855	17,094,979	6,937,392	*24,032,371

The city has remained remarkably healthy, and is in fact becoming every year more so, as will be seen by the table of mortality made out by the city Sexton:—

COMPARATIVE MORTALITY.

Whole number of interments in 1854	2,273
" " " 1855	1,354
" " " 1856	1,257
" " " 1857	1,255
" " " 1858	1,113

Of the interments during 1858 there were non-residents of city, 89; premature and still-born, 115; which should be deducted from the bills of mortality of the city, leaving the actual mortality for the past year 909, or about one in sixty-six, on a population of 60,000.

The fires and losses for the past five years have been as follows:—

	Fires.	Loss.		Fires.	Loss.
1854	46	$302,724 70	1857	54	$83,765 55
1855	53	96,868 00	1858	38	29,050 83
1856	48	115,342 40			

That important work, the ship channel and old river bed improvement, has made considerable progress. Of the excavations the first division has been completed, and a large part of the other divisions. The total number of cubic yards excavated amounts to 137,645. The total number of cubic yards in the original estimate was 217,388.

The substructure and approaches for the Lighthouse-street bridge have been completed, and the superstructure will be completed early in the spring of 1859.

* Includes banks.

Art. IV.—ON THE NATURE OF COMMERCIAL VALUE.

I PROPOSE to offer some remarks upon the nature and influence of commercial value, with especial reference to the term "measure of value," so frequently employed in economical science. The theory of this term, as commonly understood, I conceive to be the source of more practical mischief than any other theory of science.

There is no common standard or measure of value, nor can there be any, for the reason that no commodity can be found to represent value that is not liable itself to variation in supply and demand, and consequent fluctuation in value. Value is in its nature relative, involving a comparison between two or more things in respect to the labor, skill, and capital applied to put them in form or position to satisfy some want or desire, and also in respect to the supply of and demand for them; the value of each being in the compound ratio of its utility and its scarcity. Value is reciprocal between money on one side, and all other property on the other side, as well as between different properties, and is necessarily fluctuating. It can never be fixed and absolute, but must vary continually with the demand and supply of all exchangeable things, gold and silver included, whether coined or uncoined.

If an ounce of gold, whether in coin or bullion, will exchange for a barrel of beef, then an ounce of gold is worth a barrel of beef, as a barrel of beef is worth an ounce of gold. If at the same time a barrel of beef will exchange for 100 pounds of copper, then an ounce of gold or a barrel of beef is worth 100 pounds of copper, and conversely the copper expresses the value of the beef and the gold. This law applies to all the commodities of trade, either being the *measure of value* of the others, each and all fluctuating in value with the variations of supply and demand. Gold has no peculiar efficacy in this respect, it being itself a commodity subject to the law of value like every other commodity; it is cheap when plenty and dear when scarce.

Money, or the dollar, therefore, is not a measure of value more than any thing else, labor included; indeed, labor is the more certain and permanent standard of the two. Money is, by the custom and for the convenience of all nations, the medium of exchange, by reason of which it becomes the *price* of things, and, to secure equity, and facilitate conpliance with commercial obligations, it is by nearly all commercial nations made a tender for the payment of debt, but this adds no permanence to its value.

An ounce of gold is as perfect a price as a dollar of gold; the former is a quantity of 480 grains, the latter of $25\frac{8}{10}$ grains. Both are mere quantities of a certain commodity bartered like every other commodity, according to its exchange value in market. The government, by the mint law, do nothing to determine its value—they merely establish its quality at nine-tenths fine, and provide convenient coin for the medium of exchange. More dollars will cheapen dollars, as more apples will cheapen apples. Gold, having the same use, would possess the same value without regard to the mint law. It must, however, be understood that money forms one of the principal uses of the precious metals, and they necessarily owe to that use the corresponding portion of their value, which has been estimated by the economists at two-fifths. If, then, their employment for

currency were to be abandoned, their value would fall two-fifths, in the average, and no more; it would then require an ounce of gold to exchange for the property which can be had now for three-fifths of an ounce.

All we can say of value, therefore, is indefinite; it is that money is cheap when and where commodities are dear, and commodities are cheap when and where money is dear. The relative value of money here and elsewhere can be determined only by the comparative average price of commodities. An increase of commodities thrown upon the market, without a corresponding increase of money, will always enhance the value of money by creating an additional demand for it; less money will then buy more of commodities; that is, their price falls. An increased amount of money thrown upon the market, without a corresponding increase of commodities, will always enhance the price of commodities; more money must be given for them, because its relative value falls.

Now, the difficulty in this matter lies in mistaking *price* for *value*—they are widely different things. Value is the power of property and labor to exchange for other property and labor, and may remain the same under the most extreme alteration of price. If we double the supply of money up n the market, other things remaining in supply and demand as before, the prices of all property will double in the average. In this case money falls in value one-half—two ounces of gold must be given in exchange for commodities which could have been obtained before for one ounce; there is no alteration in the value of other things, because their relation to each other remains unaltered; they exchange for precisely the same quantities of each other as before; the alteration is wholly in the value of money itself.

Price is the power of property and labor to exchange for money only. Obviously, therefore, if any commodity becomes scarce in relation to the demand, either by a falling off in the supply, or by an increase of demand, its power to exchange for money increases in proportion; its price rises accordingly. Allowance must be made for commodities that admit of substitution; thus, wheat, for example, might fall off in supply one-half, and the consequent rise of price would probably turn the consumption to a great extent upon Indian corn, rye, rice, &c., which would rise in price and value also, and we must estimate an average rise of value on the whole supply of cereals; still the general rule holds good; if at any period an ounce of gold and 100 pounds of copper were equivalent values, and the supply of copper in proportion to the demand should subsequently diminish one-half, we must then expect to give two ounces of gold instead of one for 100 pounds of copper. This is a rise in the *value* of copper, because its relation to other commodities is changed, and it is a rise in *price*, because it is an alteration in relation to money likewise; but, as I have before stated, if the same disproportion between money and copper should be caused by a double supply of money, we must still give two ounces of gold, instead of one as before, for 100 pounds of copper—the cause is different—the effect the same. Copper would rise in *price* 100 per cent without any rise of its *value*, while gold would depreciate in value one-half, or 50 per cent. This double supply of money increases the price of all other commodities in the same ratio—100 per cent—for a fall in the value of money is only another mode of expressing a general or average rise of prices.

Here let us clear away an obstruction to the proper understanding of

this matter, namely, the notion that the rate of interest expresses the value of money; nothing can be farther from the truth. So far as interest expresses anything in relation to money it is the opposite of its value, for it happens, all the world over, that when and where the rate of interest is high, the value of money is low. Every one, whose attention is called to the subject, will observe that money—real money—always runs away from countries and districts where interest is high to those where interest is low. Following the law of value, money flows from the cheap to the dear market, like every other commodity. Thus it leaves California, where interest is 24 to 30 per cent per annum, for New York where it is 6 to 9 per cent, and leaves New York for London, where it is 3 to 4 per cent, and London for Hamburg, where it is 2 per cent, and so on, running always counter to the rate of interest.

I have been surprised that the plain contradiction of the common notion of the value of money expressed in this fact has not attracted public attention. I think I have never heard or seen any public mention of it, except once in the sermon of a philosophic preacher.

J. Stewart Mill speaks of the "value of money" when used to denote the rate of interest, or the rate of interest to denote the value of money, as a misapplication of terms; and takes much pains to show "how great an error it is to imagine that the rate of interest bears any necessary relation to the quantity or value of the money in circulation." While agreeing with him as to the misapplication of terms, I differ from him in regard to the relation between the rate of interest and the value of money. A high rate of interest and low value of money would not accompany each other so constantly by mere accident; there is a relation between them, but in the inverse ratio; thus, whenever money or the currency is cheap or expanded in volume, general prices are high—dear prices and cheap money are synonymous terms. Now look at California; she can neither eat, drink, nor wear her gold—its value to her is almost entirely for export; she must sell it, and this she cannot do without sustaining the price of commodities above their average elsewhere. No one sends merchandise intentionally from New York to California, when he can obtain as much gold, that is, as much price, for it in New York. California must buy her imported commodities at the high prices resulting from cheap gold. In this respect California is like a foreign country to the Atlantic States; we buy her gold as we do the gold of Russia or Australia, with our commodities—our commodities are her imports. The high prices and the general appetite for gold throw a constant excess of imported merchandise upon the California market, and must continue to do so while gold is a native production that she must sell. She will have more foreign commodities than are necessary for her consumption; the high prices for surplus merchandise are a constant motive to speculation; commodities are forced upon the market at a tempting difference below the regular selling price to consumers; the surplus merchandise is advanced upon by commission merchants in acceptances that are discounted by bankers; it is sold and resold by and to speculators for notes that are also discounted; finally, no people in the world are more involved in debt abroad and among each other, in proportion to capital, than the people of California. Nearly all the gold they can raise comes away, leaving them in debt besides. Cheap as it is, and must be, naturally, they cheapen it still more by using bankers' credits, convertible on demand, as equivalent

in value to gold and silver, thus adding to the real dollars of their currency fictitious dollars of debt; so they part with their money and do business with debt. It is debt that creates the hungriest demand for money—the most pressing necessity for loans—and it is therefore debt, in relation to capital, that determines the rent of capital or rate of interest. Nowhere else is debt so great in proportion to capital as in California, and, consequently, nowhere else is credits so precarious and the rate of interest so high. The element of risk enters into the rate of interest everywhere, and, in spite of the usury laws, it must be paid for.

Such is the nature of a cheap currency, whether from the native abundance of gold and silver, or from the volume of bank notes and credits; it is always accompanied by debt, instability, and a high rate of interest. Wherever gold and silver are cheapest they will be sought and found by numerous customers, and bought with all the commodities of the world, while that cheapness remains. When their supply becomes so far exhausted as to raise their value above merchandise, that is, when the prices of merchandise fall below the value of gold and silver, and it becomes a losing business to exchange merchandise for them, the business stops of course, but this never happens in a gold-producing country without a financial revulsion. Such is the attractive power of gold, and so powerful the impulse by which commodities rush to it from points near and distant in every direction, and so great is its tendency to sustain prices, that the inflowing stream is seldom checked, and the market of the gold country never fairly yields, until it breaks down altogether under a glut of merchandise in a general stampede of prices, followed by widespread bankruptcy and distress.

I think we may predict with tolerable certainty that California will never enjoy more than three or four years consecutively of prosperous or even comfortable business while her present abundant gold production continues, and especially while she continues to add to the dollars of her natural currency the fictitious dollars of bankers' debt, inscribed in credits, for more than the gold they receive on deposit; for the effect of these credits, in excess of the deposits, in reducing the exchange value of gold, is precisely like the addition of so much gold itself.

It follows that a community gains nothing by mining gold and silver; it is labor lost, excepting so far as it supplies plate, trinkets, and other ornamental trifles in exchange for other things—a very doubtful advantage. That country thrives the most which buys the precious metals with the proceeds of its labor bestowed upon the widest and best cultivation of its soil, and upon branches of industry natural to its condition, which promote health, and a vigorous and intelligent population. That people are the most prosperous and happy who keep the precious metals valueable in comparison with other commodities, by the most extended use, and by a constant relative increase of commodities, to secure the sale of commodities and keep a constant demand for labor to replace them. Every ounce or dollar of gold thus obtained is a gain of capital; the operation is selling goods for money, opposed to debt; it increases production, secures a steady export trade, employs navigation, and adds to the nation's wealth.

It is a mistaken policy for any community to increase its currency, except from the absolute necessity of importing the precious metals in payment for balances from abroad which cannot otherwise be remitted;

for the increased volume of currency increases *prices* without increasing *values*, the real effect being a fall in the value of gold and silver, and the inevitable consequence is a decline of the exports and increase of the imports of merchandise, the imports coming more or less in competition with home industry. This result follows the home production of gold; but the most suicidal policy is to increase the currency in convertible "promises to pay," which substitute debt for money, having all the injurious effect of degrading the value of the currency, with the additional evil of increasing the obligations of debt in fictitious values, which, on the demand of real dollars, cannot be paid. Bankruptcy is the result, as we witnesss in every contraction of bank loans. C. H. C.

Art. V.—THE ECONOMY OF HUMAN LIFE IN NEW YORK.

STATISTICS OF MORTALITY OF DIFFERENT NATIONS IN THE UNITED STATES—PARALLEL BETWEEN THE WINNEBAGOES AND THE NEW YORKERS—SPARTAN TREATMENT OF CHILDREN—THE DIFFERENCE BETWEEN THE OUTSIDE AND THE INSIDE BARBARIANS—RETROGRESSION OF CIVILIZATION IN NEW YORK AND ITS EFFECTS ON MORTALITY—EFFECT OF CIVILIZATION ON HEALTH—PECUNIARY VALUE OF HUMAN LIFE, AND THE COST OF PERNICIOUS INFLUENCES—THE DIFFERENCE BETWEEN SLEEPING IN NEW YORK AND SLEEPING IN BROOKLYN—HOW IT WORKS.

THE recent report of the New York State Senatorial Committee on the sanitary condition of the city of New York, exhibits a recklessness of human life only equaled by the uncivilized and barbarous nations on whom the light of civilization has never yet shown. Indeed, it displays the strongest mark of retrograding civilization, for among all cultivated communities increased longevity bears a corresponding ratio to high mental culture.

Comparing together a mass of statistics from every part of the United States, the annual ratio of mortality from all causes is about 1 in 66; among the whites alone, 1 in 80; among the negroes, 1 in 31; among the Indians, 1 in 27; among the inhabitants of New York city, 1 in 27.15; or *nearly the same as that of the uncivilized Indians.*

In the statistical report of sickness and mortality, prepared under the direction of the Surgeon-General of the United States Army, there is a report from Dr. David Day, physician to the Winnebago Indian agency in Minnesota. By Dr. Day's report, out of a population of 700 Winnebagoes, there have died 26.66 per annum, or one in every 26.23 inhabitants. Of the entire mortality, 70 per cent occurred among children, and 30 per cent among adults. And singularly enough, this high mortality among children comports very nearly with the condition of things in New York. But "the large percentage of deaths occurring in the early period of life among these Indians," writes Dr. Day, "is abundantly accounted for by the Spartan treatment to which they are subjected in infancy. As soon as an infant is born it is laid on a board, previously covered with a few folds of blanket; then with a strip of cloth two or three inches wide, is as amply and securely bandaged from head to foot as an Egyptian mummy, and then strapped to the board, care being always taken to include the arms, which are extended upon the sides of the infant, and

leaving nothing out of the bandage but its head. In this straitened position they spend the greater part of the first year of infantile life, remaining at times for weeks without being taken from the board. The effect of this cradle, (?) with the heavy woolen bandages, is to interfere with, if not entirely preclude, the healthy functions of the skin. The excrements of the child's body collect, excoriating the skin, and keeping up a constant irritation. The motions of the limbs—the only voluntary exercise an infant can have, and one so necessary to the development of its physical powers—being entirely precluded, it soon becomes weak and enfeebled. But the most pernicious effects of strapping their infants upon these boards is exerted upon the brain. Being always laid upon their backs, with little or nothing between the hard board and the imperfectly ossified head, the continued pressure exerted by the weight of the head almost universally produces a displacement of the occipital bone inwards, causing trismus nascentium, (lockjaw,) paralysis, &c., and deranging the functions over which the cerebellum presides. They think it a mark of great comeliness to have the head perfectly flattened behind; and the Indian mothers show much anxiety in this respect.

"It is wrong to suppose Indian children are better capable of surviving less careful treatment in infancy than are those of the whites. The former are generally born with less vigorous constitutions than the latter; and in taking into consideration the numerous causes of disease and death to which these forest children are subjected, the wonder is, how *any* survive, not why so many die."

Why the mortality is not greater among these uncivilized barbarians than among the inhabitants of New York, may be appreciated by the following extract from the Sanitary Committee's report:—

"Now in this building, heretofore mentioned, there are ninety-six apartments, and they were inhabited when visited by *one hundred and forty-six families*, numbering in all *five hundred and seventy-seven persons*. Computing this aggregate of tenantry by the area of space occupied, we find an average of *six* persons to a room of twelve by ten feet in dimensions. Out of *seventy-six* houses examined in one district, the average number of persons occupying them was *seventy* to a house, or *eight* to a room twelve by fourteen feet square. In one block or series of buildings visited, *two hundred families* (averaging five persons to a family) were confined without ventilation, proper light, or convenience for obtaining water. In another building examined, *eighty-five* apartments contained *three hundred and ten persons*, and all the rooms were not rented. If such aggregations of human life and filth, vermin, disease, and destitution may not be aptly termed 'laboratories of poison,' there is no fitting term whereby to designate them.

"Hundreds of the miserable occupants of these establishments dwell in cellars, over five feet below the street level. In many parts of the city, on sunken lands, and where the sewerage is incomplete, these underground rooms are sometimes submerged by the drainage of the rains. In some this annoyance is constant, and the bricks or wooden floors are continually oozing with moldy damp. Constant rheumatic affections, hip complaints, and affections of the bowels, are prevalent among the occupants. Instances have been known of the confinement of females on beds raised by a few bricks from the water which flooded the floor beneath. Is it surprising

that thousands of children die at the earliest period in such wretched holes and burrowing places?

"The quantity of air consumed by the lungs of a human adult in a minute is half a cubic foot. At least a dozen times this amount is required at the same time to permeate the system, after performing which function it becomes corrupt, and is emitted in the form of carbonic acid gas—a poison. How long will it require for five or six persons, in a room twelve feet square, to consume all the vitality of the air within it, supposing that vital air had ever entered such a place? Not more than half an hour. And all the air breathed after that time by the five or six persons while they remained in the room, with doors closed, and without ventilation, would be what they had previously exhaled; in other words, they would breath poisoned air over and over again. Apply this computation to a tenant house containing from two hundred to a thousand persons—with exhalations from sinks, decaying matter, and diseased bodies all around him—the whole hemmed in on all sides by high walls of a narrow court, in a sultry summer day, and can we wonder if typhus or yellow fevers, cholera or small pox, should visit the laboratory in search of ammunition?"

Such is the parallel between the life of the untutored savages of America, and among the *cultivated* inhabitants of New York city. Statistical results favor the condition of the savage. For while, as a whole, the probabilities of long life in New York are about one per cent greater than exists in the nation of the Winnebagoes, if we take those portions of the city where the thrifty landholders reap the greatest pecuniary benefits, the probabilities are about four per cent in favor of the Winnebagoes; these latter attaching the utmost importance to the comeliness of a flat head, while the former—the New Yorkers—consider the "almighty dollar" as being possessed of still more attractive features, and the promotion or preservation of health, is as far from the consideration of the one as from the other; each having its idol, bows down with an Ephraimistic ardor, prays only to be let alone in the exercise of his Tartarean despotism, as "to do as we please with our own" is the vaunted privilege of freemen —though murderers.

Where infant life is not only neglected, but wilfully sacrificed, as among the American Indians, the tenement proprietors of New York and other uncivilized communities, there is never any great care taken of adult life. Indifference and cruelty are thus bound up in each other, and the practice of putting children and aged persons to death in various ways, is known to be common among most barbarous nations.

It is not the nature of mankind that great evils like these should be scattered among us, or anywhere within the scope of intellectual development; and the highest state of human progress furnishes the standard to which all should be elevated. Selfishness and barbarism are noxious agents everywhere, and, as such, they should not be tolerated; for it is neither the nature nor the habit of the human constitution to become so accustomed to conditions inconsistent with the highest state of development, as to be unaffected by them. Cleanliness and refinement bear the same relation to each other in the progress of civilization, as do filth and moral uncleanness in the degradation of uncivilized communities. The connection of cleanliness with civilization is everywhere manifest in direct ratio with mental culture. Attention to this, however, has not always

been equal in the progress of nations. Holland seems to have been in advance of all other States in observing the necessity of cleanliness, in order to a healthy progress. England was, formerly, much behind Holland in this feature of civilization. In the time of Henry VIII., the *sweating sickness* was so generally prevalent in England as to be called the English Sweat. Previous to the great fire in London, the streets were so narrow as never to have the sun shine upon them; and the floors of the dwellings were usually made of clay, covered with rushes, and these were never renewed except by the addition of fresh layers. The diet of the common people consisted mainly of fish and beer, and there was no provision whatever for cleansing the streets; hence, in the damp fogs, which have always prevailed in that climate, there was ample provision for the worst effects of filthiness. But, in the progress of civilization, *sweating sickness*, *black-death*, *haupt-krankheit*, or head-malady, *inflammation of the throat*—so rapid in its course that it was usually passed recovery in eight hours—*leprosy*, or *tubercular elephantiasis*, have all disappeared. Could sanitary rules be made to bear equally, the list of diseases capable of being dispelled by civilization would be much increased.

The miserable, degraded, and sickly portion of every community is weak, in proportion as the highly cultivated and healthy portion is strong. To assist the weak in applying such sanitary measures as will protect mankind at large from the injuries which each, in a narrow-minded selfishness, would inflict on his neighbor, is therefore both rational and right.

Wherever misery is manifest, there always exists at man's disposal means of mitigating or removing it. To find out and apply these means is advancement in civilization.

It is a common impression that a great mortality is an unavoidable necessity to city population. This is far from being correct. If proper attention was paid to the sanitary condition of cities, the average duration of life would increase in like ratio with their population.

The effect of civilization in this particular is demonstrated by the health statistics of Geneva, where they have been observed with greater accuracy, and for a longer period, than in any other city in the world. Health registers were established at Geneva in 1589, and they are regarded as pre-appointed evidences of civil rights, and are, consequently, kept with great care. The registration includes the name of the disease which has caused death, entered by a district physician, who is charged by the State with the inspection of every one who dies within his district. A table is made up from certificates, setting forth the nature of the disease, specifications of the symptoms, and observations, required to be made by the private physician who may have had the care of the deceased.

The increase of population has been followed by a proportionate increase in the duration of life. In the year 1589, the population was 13,000; and the probabilities of life were, to every individual born, 8 years 7 months and 26 days. In the seventeenth century, the population increased to 17,000; and the probabilities of life, to 13 years 3 months and 16 days, and so on continually. From 1814 to 1833, the population being from 24,158 to 27,117, the probabilities of life for every individual born were 45 years and 29 days; and at the present time the probabilities of life are about 46 years.

The degree of civilization in Geneva, as applied to the whole population, probably exceeds that of any other city in the world. The science of Hygiene is more thought of, and better attended to, than anywhere else. In an establishment for the care of orphans taken from the poorest classes, out of eighty-six reared in twenty-four years, only one died.

It is frequently remarked that the luxuries of the rich, and the miseries of the poor, equalize the scale of happiness, by being alike deleterious to health. But if we consider how very small must be the proportion of deaths from actual poverty, as compared with the number from other and removable causes, and apply the same rule to country population, where the proportion of poor is greater, yet healthier, we find in this circumstance an abundance of evidence of other causes than poverty, which occasion the excess of mortality in cities.

The worst effect of poverty is, that it leads to filth and neglect, and this constitutes an insalubrity which affects the whole community. Personal regulations are neither just nor practicable in carrying out the most effective measures for the promotion of health in populous communities. They undermine self-respect, and destroy self-direction. They are inconsistent with independence and the spirit of manliness which civilization, in every aspect, inculcates. Contact with well-cleansed streets and external purity, begets a distaste for internal filth and degradation, and there are none so degraded or impure as not to be benefited and elevated by association with cleanliness.

In fine, the only successful barrier to the appalling epidemics of ancient times is to be found in the progress of civilization. By it diseases, which once swept the human race before them, are now either buried in the dust or barricaded in the corrupting dens of lingering barbarism.

Savage nations generally practice the belief that there is an advantage in removing that portion of every population which is unable to provide self-subsistence; hence, they openly put to death infants, and those who are bowed down with the infirmities of age. The same error prevails among a large class in civilized communities, and those who entertain it argue for a compensating advantage in the removal of a worthless portion of surplus population. But this is an exceedingly superficial view, and only worthy of those who most openly act upon it. It is not the surplus, but the valuable, portion of life thus thrown away. To whatever extent the duration of life is diminished by noxious agencies, so much productive power is lost, and every community is poor and powerless in the inverse ratio to the average duration of human life. Every death under the age of fifteen years carries with it a positive loss to the community, because, previous to this age, sustenance involves a cost—a direct outlay—whilst if life is preserved, a productive member of society is added, and remuneration rendered. And if the probabilities of life are so low as to make the average adult age young, the proportion of widowhood and orphanage is necessarily increased, and the productive members of society proportionately burthened. If a husband dies in the early years of his married life, he leaves, as burthens on the world, a widow or children, for whom, in all probability, if he had lived, he would have labored.

The pecuniary cost of pernicious influences may be measured by the charges attendant on the duration of life, and the reduction of the period

of working ability; and the cost will also include much of the attendant vice and crime, as well as the destitution which comes within the province of pauper support.

Burthens are created, and costs entailed, upon the industrious survivors of every community, in direct ratio with a high mortality.

These truths tally strangely with the acted-out theories of the curators of public health in New York. Otherwise the appalling example which calls them forth, would have been among the things that are not. The philosophy of the New York health conservators seems to run thus:—Every death is a matter of pain and suffering to the immediate circle of the deceased, and is a thing which those more immediately concerned should use every effort to avert, yet it is an undoubted benefit to the community since there is one less consumer of the common stock of the city's possessions. They seem not to consider that those who die cease to *produce*, or have not been preserved until the productive period, as well as cease to *consume*. Had Fulton died in his infancy, or Morse before his great invention, the commercial metropolis of the United States might long have remained ignorant of the loss sustained by a premature death. Indeed, premature deaths cut right into the center of commercial prosperity. Early deaths pre-suppose sickly, feeble lives, at all times incapable of vigorous exertion, and frequently interrupted by periods of debility. The man whose life has not exceeded forty years, has had many periods of inability and sickness before its close; and, as a general rule, short-lived persons have more years of inability and uselessness than the long-lived, for among healthy men we observe individuals undertaking great labors in comparative old age. Our living statesmen, soldiers, and judges are examples.

But as *per cents* are the governing principles in this our retrograding commercial emporium, it is well to conclude the present essay by a *pro rata*.

Considering, then, the useless years of short-lived persons from feebleness of constitution, and bad health in New York, to be just the same as those who live twice as long on the other side of the East River—in Brooklyn the mortality is about 1 in 43½, though even here there is great room for improvement—the benefit to society greatly preponderates with the long lived.

For example, two young men of the same age, one from New York and one from Brooklyn, (or one who *sleeps* in Brooklyn,) starting in life together as productive members of society, at the age of twenty years, if the one who sleeps in New-York dies at twenty-seven, and the one of Brooklyn at forty-three, the respective average of the two cities, and each having had but one year of inability and uselessness, there is in the inhabitant of New York a loss of one out of seven years only of productive life, or a loss of 14⅔ per cent; while in the inhabitant of Brooklyn there is a loss of but one out of twenty-three, or only $4\frac{8}{23}$ per cent of unproductiveness.

JOURNAL OF MERCANTILE LAW.

DECISION IN ADMIRALTY.

In the United States District Court—November 20. Before Judge Betts. Zachariah Seaver, *et al.*, *vs.* the brig Carroni, her tackle, &c.

In June or July last, Emory H. Penniman, then the owner of the brig Carroni, being in this port, applied to the firm of Tappan & Starbuck of this city, to act for him as brokers or ship's husbands of the vessel in making a voyage to Aspinwall with a cargo of coal, representing the vessel to be seaworthy and in good repair; and obtained from them an advance of $500 cash, upon the arrangement that her freight bills should be assigned them for their security, and that they should further make the necessary expenditures for her outfit and dispatch on the voyage. The brig was sent by them to take a loading of anthracite coal, on the North River, near Rondout, and early in July arrived in New York with such cargo on board; when her owner duly assigned the bill of lading therefor to his said brokers and agents, and under their directions the libelants shipped a crew for the vessel and voyage, and advanced the moneys necessary for that purpose. On or about the same day her owner left the city of New York to visit his family in Connecticut. The vessel, on inspection, after her return to the city with her lading of coal, was discovered to be unseaworthy, and, under the directions of her master, the agents, or ship's husbands, had her taken to a proper berth and the coal discharged from her, for the purpose of necessary repairs. On examination she was found, however, so decrepit and unsound that the said agents declined to make further advances, and the owner not supplying means for her refitment, the voyage was abandoned.

The libelant having shipped her crew for the voyage, and made the advances necessary to that end, and the owner not repaying these expenditures, he arrested the vessel in this court to recover these charges. Tappan & Starbuck, the ship's husbands, declined to make further advances to Penniman upon the security of the bill of lading, or the vessel, or his own responsibility, although repeatedly importuned by him to do so, and not obtaining repayment of what they had already advanced, had taken out an attachment in a State Court against the vessel to enforce their demand against her. The libelant in the mean time pressing his suit to a decree, they paid off his demand in full, and took an assignment of it to themselves, and relinquishing their attachment under the local law, prosecuted that suit to a final judgment, took out execution thereon, and caused the vessel to be sold at auction under that decree and process. Being themselves the highest bidders at the execution sale, the vessel was struck off and conveyed to them by the marshal, and they now hold and claim her as their own property; having offered, however, to release and convey her to Penniman, her former owner, on the satisfaction of their advances in her behalf.

Penniman now applies to the court for an order to set aside the decree of sale entered in this cause, and all proceedings under the same, and to allow Penniman to file a claim in this cause, and appear and defend the same, or for such other or further order in the premises as the court may see fit to grant.

The grounds upon which the application is founded are, that the payment by Tappan & Starbuck of the demands of the libelants was an extinguishment of that debt, and the assignment to them of the claim was unavailing to keep the action alive. That they were agents of Penniman, under obligations to him to discharge the debt, and their attempt to acquire its lien to themselves was a fraud upon him, and voided the act so far as respects its interests.

I think neither position is established upon the papers before me. The bearing of the evidence plainly is, that Tappan & Starbuck were to act for Penniman

only under the security of the bill of lading for the voyage, and were under no contract to make advances to him or for the ship upon his personal responsibility. They were his brokers to collect and receive freights earned by the ship on the voyage proposed, and to disburse them as ship's husbands, and in their own remuneration for such agency; and that the voyage fell through because of the insufficiency of the vessel for the service she was to perform—her seaworthiness being the essential condition of the undertaking on their part.

But independent of all questions upon the merits of the case, the method of relief sought for by this motion must be denied, because of the laches of Penniman in not intervening in the cause, and making his appeal to the court while the suit was in prosecution.

The libel was filed July 12, 1858, the interlocuting decree was taken September 7, the report of the commissioner filed September 14, and the final decree pefected September 16, ordering a *venditioni exponas* issued, returnable the first Tuesday in October thereafter, under which a sale of the vessel was duly made by the marshal, and the execution filed in court on the 18th of September. During that period Penniman was frequently in the city urging application to Tappan & Starbuck and others for loans of money on the security of the vessel, and otherwise to relieve his indebtedness.

The notice of this application is dated the 29th of September, after all the proceedings had been perfected and in effect in the direct presence of Penniman, or certainly so that with the slightest diligence he could, if he did not in point of fact know, the position of the case, and every step taken in it, from its inception to its close, and the final sale and delivery of the vessel by the marshal to the purchasers.

This state of facts takes from him all equity to set the proceedings aside and require the libelants to prosecute their action anew, especially as no deceit or irregularity in the carrying of the suit is made out against them. The affidavit of Penniman, imputing fraud in fact to Tappan & Starbuck, in the transaction with which they were connected, is repelled by the affidavits in reply thereto on their part, in so far at least that the court cannot rightfully, in that state of the annul the judgment and sale in the cause, and put the libelants to renew the action.

Moreover, it is wholly unnecessary to interfere with that suit by any summary order impeaching its validity, if the allegations of the party making the application for that relief are well founded; because, if the proceedings against the vessel are founded in fraud, they can interpose no impediment to an action by Penniman to reclaim her out of the hands of her purchasers. The onus should be imposed upon him to proceed affirmatively, and show his title to the property, and that the judicial sale was unauthorized and nugatory. This result cannot be obtained by summary motion, and there is no legal reason why he should not assume this burden in the first instance, without invoking the court to cast upon the purchasers of the vessel the necessity of vindicating their title under the judgment, when he, by his negligence or acquiescence, allowed it to be taken in due course of procedure against the vessel.

I consider it *prima facie* no impeachment of the validity of the judgment or the purchase under it, that Tappan & Starbuck were owners of the debt by assignment when the decree was obtained. They took as assignees all the interest in the debt, and power to continue the action possessed by the original suitors.

I accordingly deny the motion to disturb the judgment or sale in this case, as upon the claim of Penniman he has ample remedy to repossess himself of the vessel, if she has been acquired by any fraudulent practices of her purchasers, either in the action against her or on her sale.

Ordered, that the motion made in behalf of Emory H. Penniman, to vacate the final decree in the above cause and the sale of the vessel under execution thereupon, be denied with costs.

PLEA OF USURY.

In the Supreme Court—General Term—New York, September 13. Before Justices Davies, Sutherland, and Hogeboom. John F. Butterworth, Receiver of the Island City Bank, *vs.* William O'Brien and John O'Brien.

This is an appeal from an order of Mr. Justice Sutherland, at Special Term, sustaining a demurrer to the complaint upon the ground that it does not state facts sufficient to constitute a cause of action. The complaint sets forth in due form the appointment of the plaintiff as Receiver of the Island City Bank, a banking incorporation, and then alleges that prior to his appointment as such receiver, and within one year past, the said bank has paid, and said defendants have received, on the loan or forbearance of various sums of money by said defendants to said bank, the sum of $10,000 in excess of interest over and above the legal rate of seven per cent per annum, which he cannot state with precision or particularity, but charges that the defendants can do. Plaintiff, therefore, prays an accounting to determine the amount thereof, and judgment for that sum. The complaint also contains a prayer for general relief.

HOGEBOOM, J.—This case presents the question whether a corporation may recover back usurious premiums paid by it on the loan or forbearance of money. It involves the act of 1850, which is as follows:—"No corporation shall hereafter interpose the defence of usury in any action." (Laws of 1850, c. 172, sec. 1.) Our statute forbids any person or corporation, directly or indirectly, to take any greater sum than at the rate of seven per cent per annum for the loan or forbearance of money. (1 R. S., 771, 2, sec. 1, 2.) And as a consequence of or penalty for the violation of this statute, authorizes any person paying such larger sum to recover back such excess, if the action be brought within one year after the payment. (Sec. 37.) The benefit of this latter section (prior to the act of 1850) probably attached to corporations, although it is observable that the second section, which forbids the taking of usury, uses both the words "person" and "corporation," and extends the prohibition to both; whereas the third section, which authorizes a suit to recover back the usury, uses only the word "person," and not "corporation." Subsequent sections of the statute declare void all bonds, notes, contracts, and credences of debt reserving any usurious premium, (sec. 5;) authorize the prosecution thereof to be restrained by injunction, (sec. 14,) and make the taking of usury a misdemeanor, (sec. 15.) In this shape the statutes against usury, as amended in 1837, remained until the act of 1850 was enacted, which simply provided that "no corporation should thereafter interpose the defense of usury in any action." This statute, like every other of general application, should receive a construction in accordance with the intent of its framers, and in furtherance of the object sought to be accomplished. It was probably intended, in part at least, for the benefit of corporations, to enable them to obtain in critical emergencies pecuniary facilities for the promotion of the objects of their corporation. They are forbidden to interpose the defence of usury, and therefore, when prosecuted upon a usurious contract, they were bound to pay or suffer judgment against them. And I think the fair construction of the statute is, that they were bound to pay not only the sum actually borrowed, with legal interest, but also the usurious premium. The law creates no distinction between the sum actually borrowed with interest and the excess over seven per cent. It declares that they shall not interpose the defence for any purpose. What they have agreed to pay they must pay. The contract is made legal as to them, by removing every legal obstacle to a recovery against them. Hence evidences of debt securing or reserving as against them what would otherwise be an usurious premium, are not void or illegal, but are lawful, and the whole amount may be recovered in an action. If so, then I think it cannot subsequently be recovered back. It would contravene well-settled principles and all legal simplicity, first, to allow a recovery of the usury, and then to allow it to be immediately recovered back. I do not understand that the law allows such a thing to be done. Now,

in the case of natural persons, as to whom the laws against usury are in no wise repealed or modified, they may recover back money actually paid by way of usury —first, because the agreement to pay, and the act of paying, are illegal transactions; and secondly, because the law presumes that the urgency of their pecuniary necessities may have left them no practical option except to obtain the money at the time of the original loan on such terms as they could. But if actually prosecuted on the usurious contract, I know of no law or legal rule by which they may suffer a recovery, and then turn immediately round, and, by a prosecution on their part, get back the money as to which they had a legal and valued defence against its recovery, when originally prosecuted. If these views are correct, they dispose of this case. If a suit for the usurious premiums could not be successfully defended, neither can they be voluntarily paid, or compulsorily collected, and then be restored to the party originally paying them, through the agency of a suit instituted for that express and only purpose, such as this suit; and it must fail for the reasons stated. Again, the only just or legal foundation (prior to the statute of 1850,) for the suit to recover back usurious premiums paid, was the illegality of the original transaction—the fact that the receipt of the money by the usurer was forbidden. But the statute of 1850, by prohibiting the defence, has removed the taint of usury. It is no longer as to corporations illegal. It has become a lawful and proper transaction. Hence the reason of the rules which allowed the action to recover back the money fails. The illegality being removed, the foundation for the action no longer exists. It is argued that this is giving the statute of 1850 a more extended meaning than was designed by its framers; that it was only intended to take away the defence of usury to prevent the avoidance of a contract otherwise valid, for that cause, and not to pronounce usury lawful, or to repeal the law which forbids it. It is argued that full effect may be given to the statute of 1850, by preventing a party from defeating a contract on account of usury, or from setting it aside and canceling it in a court of equity; and that this is the more benign and equitable construction, and most consistent with the spirit of the law, inasmuch as it compels a party to do just what is equitable, to wit, to pay the money actually borrowed, and legal interest, and relieve him from what is inequitable, oppressive, and against the policy of the law. But I do not find sufficient foundation in the phraseology of the law upon which to build such a construction. The language is general and unqualified. It takes away the defence, the objection of usury. It strikes it out of existence, and the ordinary consequences must follow. It not only disallows the defence, but it forbids it to be used in any way defensively, that is, to accomplish the same object by affirmative action. As, for example, in a proceeding to vacate or set aside a contract as would be accomplished by strictly defensive action; as, for example, in setting up the usury in an answer to an action upon the contract. If it goes this length—and it was rather conceded on the argument that it did—then I think it goes still farther, and forbids not only a defence to an action for the usury or usurious premium, but forbids an action to recover back the usurious premium. The money borrowed, the legal interest and the usurious premium are all mingled together in one transaction, form part of one single and indivisible contract, and when the statute says the defence of usury shall not be interposed to it, I think it means to each and every part of it—no one part more than another. At least I feel bound to put that construction upon it until the Legislatures speak in more specific and discriminating terms. I think this view of the statute of 1850 is taken in substance by all the judges in the Court of Appeals, who delivered opinions in the case of Curtiss *vs.* Leavitt, 15 N. Y. Rep. 9. (See opinion of Comstock, p. 85; of Brown, p. 152, 154; of Shankland, p. 173; of Paige, p. 228, 230; of Selden, p. 254, 255.) The result is that the complaint is radically defective and cannot be sustained. It becomes unnecessary, therefore, to consider the other question discussed on the argument, whether the usurious transactions were set forth with sufficient particularity and precision to uphold the complaint as a pleading. The order of the Special Term should be affirmed with costs.

DECISION IN ADMIRALTY.

In the United States District Court. Before Judge Betts. James Robinson and others, crew of the brig Lillie Mills, *vs.* the brig Lillie Mills, James Nesmith and others, claimants.

The following opinion and decision by Judge Betts determines the construction of the act of Congress of July 20, 1790, relative to the right of seamen to libel for their wages.

The effect of this decision is to require seamen, before filing a libel for wages, to summon the master of the vessel before a commissioner of the court pursuant to that act, unless they allege in their libel that the vessel has left the port of delivery where her voyage ended before payment of the wages, or that the vessel is about to proceed to sea before the end of the ten days next after the delivery of her cargo or ballast. In this case, although the libel did not contain either of the allegations (as the facts did not warrant them,) the court refused to vacate the arrest of the vessel on the ground that the claimants had assented to the process :—

BETTS, J.—The claimants applied upon affidavits for an order to vacate the arrest of the vessel, and subsequent proceedings in this cause instituted for the recovery of wages claimed by the crew.

The libelants performed a voyage last summer on board the brig from Baltimore to the West Indies, and thence to New York, where she arrived and was quarantined about the 10th of September last, and was discharged therefrom on the 28th, on which day the libelants also left the vessel.

The wages were not satisfied by the master or the claimants on demand by the libelants, and objections were raised by the claimants that the libelants had refused to discharge the cargo in this port, and that they incurred a forfeiture of their wages.

The libel was filed on the 8th of October. On the 12th of October the libelants examined witnesses, and claimants' proctors attended and cross-examined them. On the 26th the warrant of arrest was returned, and an order for short publication granted, returnable on the 2d of November instant. On October 25, notice of this motion was given to set aside the process in the cause, on the ground that a summons and certificate were not first obtained from a commission showing a sufficient cause of complaint whereon to found admiralty process.

The act of Congress of July 20, 1790, does not originate the jurisdiction of this court. That is conferred by the Constitution, article 382, and the statute does no more than point out the proper method by which the jurisdiction is to be exercised when the remedy in this respect is sought *in rem.*

The statutory remedy, however, must be pursued in conformity to the act, but the irregularity or error in practice can be remitted by assent thereto, or a waiver of it may be implied, and in either way acquiescence in the course of proceeding may remove the fault.

The acts of the claimants and their proctors, subsequent to the commencement of this action and the arrest of the brig therein, in my opinion, amounts in judgment of law to a waiver of all objections to the regularity and sufficiency of the proceedings, and preclude them from appealing at this time to the court to rescind or vacate those proceedings.

The cause, as it stands, is open to any defence the claimants may wish to interpose upon the merits of the demand, but the claimants are concluded, by their course in court and outside, from taking, at this day, exceptions to the regularity of the libelants' action.

The motion to set aside the proceedings issued in the suit must accordingly be denied.

COMMERCIAL CHRONICLE AND REVIEW.

PROGRESS OF BUSINESS — IMPORTS — GOOD ASSORTMENT — SUPPLY OF GOODS IN BOND — CONTINUED COLLECTIONS — CITY LOAN — UNITED STATES LOAN — NAMES OF AWARD — PROSPECTS OF FINANCES — EFFECT ON THE MONEY MARKET — BANK SPECIE — LINE OF DISCOUNTS — RATE OF MONEY — SUPPLY OF PAPER — BILLS OF EXCHANGE — RATE OF — SPECIE EXPORTS — RECEIPTS OF GOLD — COMPARATIVE MOVEMENT — KINDS OF SPECIE SHIPPED — ASSAY-OFFICE — UNITED STATES MINT — CURRENCY DEMAND — CLEARINGS — INCREASED ACTIVITY — LARGE JANUARY BUSINESS — MANUFACTURING ACTIVITY — COTTON USED — COST OF MATERIAL — LARGE COTTON CROP — PROSPECTS SOUTH AND WEST.

THE progress of business this last month has been, as will be seen by reference to the trade tables hereto annexed as usual, very considerable. The imports have been large, and the operation of manufactures so considerable, as to produce a very fair supply of well-assorted goods, both foreign and domestic. The quantity of goods imported in January was $19,376,654, exclusive of specie. The warehouse operations at the same time were as follows :—

Goods in bond, January 1	$7,661,449	Withdrawn	$2,088,270	
Entered from foreign ports	1,201,707	Reshipped.....	302,231	
From domestic ports.....	26,623	To domestic ports..	88,717	
	$9,189,779		$2,479,218	— $6,710,561
Stock in warehouse, February 1, 1858.....				22,949,622
" " " 1, 1857.....				13,175,360
" " " 1, 1856.....				10,864,708

Thus the imports in January, 1858, less specie, were $7,796,147, which, added to the amount in bond, gave a supply of $30,745,769 to February. This year the imports and stock were $26,087,215, or a supply nearly $4,000,000 less than at the same time last year, when the anxiety was great to realize, in order to meet maturing obligations. The imports have to some extent been influenced by fears that the state of the government finances would cause higher duties to be levied, hence the desire to import those goods in advance.

The amount of business done has been pretty large, but without producing any apparent increase in the demand for money; on the other hand, the process of liquidation, which sends funds from the circumference to the central reservoirs, seems still to compensate the absorbtion of money which the operation of the spring trade occasions. The city of New York issued proposals for a loan of $374,400, at six per cent, redeemable July 1st, 1887, for the Central Park, and the award was made 101 a 102.

The most important movement of the month was the negotiation of the Federal $10,000,000 loan. The law of last session, it will be remembered, authorized the issue of $20,000,000, of which one-half was negotiated in August last at an average of 4.907 per cent. The bids for the remaining half were opened January 24th, and the results are as follows, compared with those of August :—

	August 9, 1858.	January 24, 1859.
Amount asked	$10,000,000	$10,000,000
" offered.....	38,271,000 at par a 107.03	31,101,000 at par a 103 25
" of premium .	490,700 per cent 4.90	260,757 per cent 2.60

This gives a decline of 2.30 in the price obtained by the government for its

stock; at page 335, volume xxxix., will be found the names of the takers in August. The successful bids for the January loan were as follows:—

	Rate.	Amount.	Premium.
Hudson River Bank, New York.....	2⅞ a 3⅛	$24,000	$720 00
Thompson Brothers	.. a 2.15	100,000	2,150 00
Ætna Insurance Company.....	2⅛ a 3⅛	100,000	2,875 00
B. Berend & Co..... ...	2⅛ a 2⅛	300,000	7,000 00
M. Morgan & Son.....	2.06 a 2.56	300,000	6,963 00
Cronise & Co., Philadelphia.....	2.09 a 2.59	200,000	4,290 00
B. H. Field	3.00 a 3.50	50,000	1,625 00
Ward & Co.....	2.25 a 2.50	75,000	1,750 00
E. Whitehouse & Son.....	2.15 a 2.40	250,000	5,725 00
E. Whitehouse & Son.....	2.05 a	28,000	576 00
Sweeny, Rittenhouse, Son & Co.....	.... a 2.80	3,000,000	86,700 00
Bank of New York	.... a 2.55	200,000	5,100 00
Trevor & Colgate.....	2.07 a 2.47	300,000	6,510 00
A. E. Silliman.....	2.25 a 2.50	100,000	2,375 00
East River Savings Bank	2.25 a 2.75	300,000	5,125 00
W. F. Page.....	2.06 a 3.01	350,000	8,460 00
Clark, Dodge & Co.....	2.06 a 2.52	500,000	11,180 00
Clark, Dodge & Co....	.... a 2.10	100,000	2,100 00
R. W. Montgomery.....	3.00 a 3.25	160,000	1,270 00
National Bank.....	.... a 3.25	100,000	3,250 00
Bank of the Metropolis, D. C	2.25 a 3.01	300,000	7,760 00
Theodore Dehon.....	.... a 2.85	50,000	1,425 00
Philadelphia Savings Bank.....	.... a 3.00	150,000	4,500 00
Millard Say.....	2.87 a 3.01	20,000	588 00
Howland & Aspinwall.....	2.21 a 3.21	600,000	15,685 00
Bank of Washington	.... a 4.00	50,000	2,000 00
F. M. Ketchum & Brother	.... a 2.25	20,000	450 00
Marie & Kanz	2.07 a 2.59	475,000	11,651 00
Rollin Brothers.....	2.30 a 2.55	15,000	357 50
R. G. Nevin.....	.... a 3.00	300,000	9,000 00
Lockwood & Co	2.11 a 3 02	1,500,000	36,790 00
A. Nicholas.....	.... a 2.50	10,000	250 00
A. & M. Tuska.....	1.05 a 1.053	20,000	1,030 00
W. F. Coleman & Co	2.50 a 3.25	60,000	1,750 00
Bank of New York.....	.... a 2.05	50,000	1,025 00
Theodore Dehon	.... a	28,000	574 00
Collin Brothers.....	.... a 3.07	6,000	123 00
Total, January, 1859	2.60	$10,000,000	$260,757
Total, August, 1858.....	4.90	10,000,000	490,700
Total loan.....	3.75	$20,000,000	$751,457

The small imports, and low state of the revenue in the six months, had led to fears of much larger loans to come, and operated against the bids for the January loan. The proposition in relation to Cuba, and those in relation to the Pacific road, leading to anticipation of large supplies of government stock, somewhat depressed the demand for the government securities. Nevertheless, the approach of the day appointed for opening the bids caused an accumulation of money in the banks to meet it. As the banks are in the habit of loaning out deposits, the approach of the moment when these deposits would be wanted to pay for the loan caused some change in the employment of the funds. By reference to the weekly bank table for New York, annexed to this article, it will be observed that the net deposits were highest August 1st, being then $91,145,873, and that they fell rapidly as the loan was taken. Again, in January the deposits rose to $95,456,323 at the moment of opening the bids, and declined over $3,000,000

as the award was made; January 22d, the banks held $29,472,056 of specie, and the sub-treasury $4,851,000; February 5th, the bank reserve had fallen to $25,991,000, and the sum in Treasury had risen to $8,103,546. This change in the employment of money caused some little variation in its price:—

	Jan. 14th.	Feb. 1st.	Feb. 15th.
Loans on call, stock securities	4 a 4½	4½ a 5	5 a 6
Loans on call, other securities	4 a 5	5 a 6	6 a 7
Prime indorsed bills, 60 days	4 a 5	5 a 6	5 a 6
Prime indorsed bills, 4 to 6 mos	5 a 6	6 a 6½	6 a 7
First-class single signatures	6 a 7	6 a 7	7 a 7½
Other good commercial paper	7 a 8	7 a 8	8 a 9
Names not well known	8 a 10	9 a 10	9 a 10

The progress of the spring business does not create business paper enough to absorb the floating funds; nevertheless, the bank disposition is to curtail the amount of loans if they can obtain a higher rate—a discount line of one hundred millions of dollars at 7 per cent is better than one of one hundred and forty millions at 5 per cent, but the necessity of revenue to keep up expenses and dividends makes itself felt. The demand for bills of exchange has not been very active, and the export of specie has been far less than last year. The large imports for January have, in some degree, improved the demand, but the supply is considerable. The sales are as follows:—

	February 1.	February 17.
London	9⅛ a 9⅜	9⅛ a 9⅜
Antwerp	5.15½ a 5.14⅜	5.15½ a 5.14⅜
Paris	5.13¾ a 5.12½	5.13¾ a 5.12½
Amsterdam	.. a 41½	.. a 41½
Frankfort	41⅝ a 41⅞	41½ a 41⅞
Bremen	.. a 79¼	.. a 79½
Hamburg	.. a 36⅞	.. a 36⅞

The receipts and shipments of specie from the port of New York, as compared with last year, have been as follows:—

GOLD RECEIVED FROM CALIFORNIA AND EXPORTED FROM NEW YORK WEEKLY, WITH THE AMOUNT OF SPECIE IN SUB-TREASURY, AND THE TOTAL IN THE CITY.

	1858.		1859.			
	Received.	Exported.	Received.	Exported.	Specie in sub-treasury.	Total in the city.
Jan. 8	.....	$2,398,684	.....	$1,052,558	$4,202,151	$32,601,969
15	$1,607,440	1,045,490	$1,376,300	218,049	4,312,987	33,693,699
23	.....	1,244,368	.....	567,398	4,851,666	34,323,766
30	1,567,779	57,075	1,210,713	467,694	7,230,004	34,985,294
Feb. 5	.....	2,928,271	.....	606,969	8,103,546	34,095,987
13	1,348,507	48,850	1,319,923	361,550	8,040,900	33,460,000
Total	4,523,726	7,722,738	3,906,936	3,274,209	.....	.....

The supplies of gold are somewhat less than last year, but the shipments are considerably less. The excess of exports last year was $3,199,012, and this year the excess of imports is some $500,000. The amount of specie in the city has accumulated this year some $1,600,000, although the current is still South. The New Orleans banks have held, through January, over six million dollars more than at the same time last year, and they have held also double the quantity of exchange. The kinds and destination of specie, as exported from New York for the month, have been as follows:—

SHIPMENTS OF SPECIE FROM PORT OF NEW YORK.

	American coin.	Bars.	Silver.	Sov'reigns.	D'bloons.	French gold.	Spanish silver.	Total.
Liverpool.	3,000	1,587,790	5,092	....	.....	....	130,000	1,746,882
Havre....	.....	135,082	5,000	.....	.....	1,807	....	141,889
Arroya...	6,000	.....	26,000	.....	3,997	....	....	35,997
Maracaibo	4,469	.....	....	.....	.....	....	....	4,469
Mayaguez	.....	.....	....	.....	2,000	....	....	2,000
Laguayra.	5,000	.....	....	.....	.....	....	....	5,000
Porto Platte	60	.....	....	.....	.....	....	....	60
Rio Grande	....	.....	....	.....	27,925	....	....	27,925
Ponce ...	.....	.....	....	.....	10,000	....	....	10,000
Jacmel ..	1,000	.....	....	.....	.....	....	....	1,000
Barbodoes	25,000	.....	....	.....	.....	....	....	25,000
Savanilla.	2,000	.....	....	....	.....	....	....	2,000
Total..	$73,469	1,722,872	36,092	....	43,922	1,807	130,000	2,002,822
May 8th to Feb. 15	2,881,055	13,911,368	91,878	323,217	1,284,894	92,382	296,798	19,715,005

The export of bars to Liverpool has been the principal movement during the the month. The operations of the New York Assay-office for January were as follows:—

	Foreign.		United States.		
	Coin.	Bullion.	Bullion.	Coin.	Total.
Gold	$4,000	$13,000	$365,000	....	$382,000
Silver	23,380	....	4,120	$2,500	30,000
					$412,000

	Bars.	Coin.
Payments	$387,000	$252,000

The operations of the United States Mint were as follows:—

UNITED STATES MINT, PHILADELPHIA.

	Deposits.		Coinage.		
	Gold.	Silver.	Gold.	Silver.	Cents.
January	$148,040	$51,635	$59,825	$56,000	$35,000

The operations of the Mint have not been large, and the demand for currency generally has not been considerable. The cessation of the railway construction, and the stagnation of business at the West, has caused a greatly diminished demand for currency, but the "bank clearings" in New York show a very considerable increase in business activity, as compared with the same month last year. By reference to the weekly bank table it will be observed that "clearings" through January last year were less than thirteen-and-a-half millions of dollars, daily average. This year they have been nearly twenty-one millions of dollars, an apparent increase of some 50 per cent in the financial activity of the city, and the net deposits have been greater in the same proportion. The clearings for January have been larger than for any month since the panic, and indicates very decidedly a revival in the general business of the country. This revival has been more marked in the manufacturing sections than in the agricultural. The supply of money, materials, and food has been considerable, and a very marked degree of activity has showed itself in most sections. If we refer to the cotton trade we find that the purchases of cotton by the spinners have been as follows comparatively:—

	1857–58.	1858–59.
Stock, September 1st .....bales	46,511	101,025
Receipts.....	1,372,709	2,339,088
Supply.....	1,419,220	2,440,113
Exported to foreign ports.....	776,960	1,199,674
Balance.....	642,260	1,240,439
Stock, February 5th...	573,191	904,333
Taken by United States spinners.....	69,099	336,106

Thus the manufacturers have taken this year 267,007 bales more than at the same period last year. This gives a value of material purchased over fifteen millions of dollars larger than last year. Wool, hides, and most raw materials exhibit similar results, giving fair supplies of goods. The trade from the West is still backward, however, and is not much sought after by dealers, who are far more attracted by the prospects of the Southern sections, where credit has, comparatively, been well preserved, and where the large crops, and good prices which they realize, promise an increasing business. The cotton crop now promises to realize over two hundred and twenty millions of dollars. The Southern trade is therefore much more sought after this year than that from the West, which but very slowly recovers its credit in the estimation of the city dealers. There has been, however, some recovery in prices and values on the part of Western produce, and any continued movement in that direction would give a great impulse to business, particularly in the traffic of railroads, whose revenues have continued much depressed.

The trade tables for the month of January which follow, will be found of much interest.

The official returns of the commerce of the port of New York for the month of January, it will be seen, are very large. The foreign imports at New York, exclusive of specie, for the last month. are larger than for any previous January in the history of our trade. This may take some of our readers by surprise, but it fully justifies all that we have asserted in regard to the revival of trade.

We annex a comparative summary of the imports of foreign dry goods at New York, in each January, since 1855 :—

IMPORTS OF FOREIGN DRY GOODS AT NEW YORK FOR THE MONTH OF JANUARY.

Years.	Specie.	Dry goods.	Other.	Total.
1855	$90,284	$5,630,393	$7,335,450	$12,945,827
1856	54,364	10,686,771	4,837,939	15,578,064
1857	886,509	10,386,476	7,733,747	19,006,732
1858	309,572	2,866,144	4,930,003	8,105,719
1859	71,308	10,575,587	8,801,067	19,447,962

The quantity of goods on hand at the close of January, 1858, was $7,700,000 against $22,949,000 same date, 1858 ; hence the large imports are fresh goods, rather than the stock over as last year. The comparative imports for the month of January were as follows :—

FOREIGN IMPORTS AT NEW YORK IN JANUARY.

	1856.	1857.	1858.	1859.
Entered for consumption.....	$12,556,638	$15,300,034	$4,170,017	$15,556,727
Entered for warehousing.....	1,625,254	1,969,266	1,909,448	1,201,707
Free goods.....	1,341,808	850,923	1,716,682	2,618,220
Specie and bullion.....	54,364	886,509	309,572	71,308
Total entered at the port.....	$15,578,064	$19,006,732	$8,105,719	$19,447,962
Withdrawn from warehouse.....	2,345,618	2,673,755	4,504,591	2,088,290

The quantity is more than double that of last year, and the same feature which has marked many months continues, viz., the small entries for warehouse. The withdrawals, indeed, are less, but there is, as we have seen, far less in bond.

The following is a comparative summary of the imports from July 1st. The total for the seven months, ending with January, is $7,264,026 less than the corresponding total of the previous year, as will appear from the following statement:—

FOREIGN IMPORTS AT NEW YORK FOR SEVEN MONTHS, ENDING JANUARY 31ST.

	1856.	1857.	1858.	1859.
Entered for consumption.....	$82,343,865	$91,492,269	$61,869,156	$82,178,944
Entered for warehousing.....	15,008,002	23,130,143	34,137,001	14,600,973
Free goods.....	7,683,127	7,662,708	13,932,671	13,193,413
Specie and bullion.....	455,879	1,976,352	7,855,593	557,065
Total entered at the port.....	105,490,873	124,261,472	117,794,421	110,530,395
Withdrawn from warehouse.....	13,561,881	17,478,706	31,969,220	17,650,384

The January imports largely relieve the deficit on the seven months, and the remaining five months of the year will no doubt show a considerable excess on the annual trade. The following table will show the proportion borne by dry goods in the January returns:—

IMPORTS OF FOREIGN DRY GOODS AT NEW YORK FOR THE MONTH OF JANUARY.

ENTERED FOR CONSUMPTION.

	1856.	1857.	1858.	1859.
Manufactures of wool.....	$2,177,332	$1,927,110	$336,153	$2,290,857
Manufactures of cotton.....	2,524,951	2,121,174	383,621	3,060,040
Manufactures of silk.....	3,054,608	3,769,596	533,080	3,071,082
Manufactures of flax.....	813,564	714,499	183,388	1,035,455
Miscellaneous dry goods.....	719,438	849,797	160,681	569,296
Total.....	$9,280,893	$9,382,176	$1,596,923	$10,026,730

WITHDRAWN FROM WAREHOUSE.

	1856.	1857.	1858.	1859.
Manufactures of wool.....	$186,288	$182,414	$414,023	$193,123
Manufactures of cotton.....	406,605	535,594	594,622	404,310
Manufactures of silk.....	282,872	322,862	616,369	126,117
Manufactures of flax.....	128,792	150,083	325,464	175,375
Miscellaneous dry goods.....	50,714	82,854	161,681	56,592
Total.....	$1,055,271	$1,273,807	$2,112,159	$955,755
Add entered for consumption....	9,280,893	9,382,176	1,596,923	10,026,730
Total thrown on market....	$10,336,164	$10,655,983	$3,709,082	$10,982,445

ENTERED FOR WAREHOUSING.

	1856.	1857.	1858.	1859.
Manufactures of wool.....	$282,084	$141,385	$215,866	$122,326
Manufactures of cotton.....	568,138	384,062	423,772	252,675
Manufactures of silk.....	294,896	273,787	425,444	104,264
Manufactures of flax.....	191,158	142,943	115,141	58,791
Miscellaneous dry goods.....	69,602	62,123	88,998	10,811
Total	$1,405,878	$1,004,300	$1,269,221	$548,857
Add entered for consumption....	9,280,893	9,382,176	1,596,923	10,026,730
Total entered at the port.....	$10,686,771	$10,386,476	$2,866,144	$10,575,587

The imports for consumption are six-fold what they were for the same month last year, when the large stock in bond was drawn upon freely to meet the current wants of trade, and aiding in the liquidation of accounts. This year the quantity in bond being small, the markets are supplied altogether by the fresh goods which arrive. The small entries for warehouse show the market is not over-supplied.

The consumption of dry goods for the seven months of the year shows the same general features, but it shows also a large increase in the imports of those goods of which the American production was small last year, and which has of late years supplanted to some extent the imported goods. This is the case with cottons and woolens, as follows:—

IMPORTS OF FOREIGN DRY GOODS AT THE PORT OF NEW YORK, FOR SEVEN MONTHS, ENDING JANUARY 28TH.

ENTERED FOR CONSUMPTION.

	1856.	1857.	1858.	1859.
Manufactures of wool.....	$13,736,878	$14,780,180	$12,395,372	$14,353,737
Manufactures of cotton.....	7,459,211	8,985,037	5,576,268	9,176,748
Manufactures of silk.....	16,126,390	17,640,741	11,504,000	14,294,092
Manufactures of flax.....	4,255,641	4,501,584	2,345,427	4,297,704
Miscellaneous dry goods.....	3,753,549	4,326,426	2,557,291	2,718,388
Total.....	$45,331,679	$50,234,968	$34,378,358	$44,845,639

WITHDRAWN FROM WAREHOUSE.

	1856.	1857.	1858.	1859.
Manufactures of wool.....	$1,410,124	$2,067,759	$4,586,012	$2,610,972
Manufactures of cotton.....	936,687	1,265,629	1,797,956	1,091,815
Manufactures of silk.....	1,277,033	1,125,086	3,621,985	994,717
Manufactures of flax.....	554,174	514,267	1,085,068	849,090
Miscellaneous dry goods.....	330,714	339,905	693,528	615,339
Total.....	$4,508,732	$5,312,640	$11,784,549	$6,161,933
Add entered for consumption....	45,331,679	50,234,968	34,378,358	44,845,639
Total thrown upon market...	$49,840,411	$55,547,608	$46,162,907	$51,007,572

ENTERED FOR WAREHOUSING.

	1856.	1857.	1858.	1859.
Manufactures of wool.....	$1,140,686	$2,108,063	$4,132,128	$1,221,679
Manufactures of cotton.....	1,490,540	2,070,427	3,093,874	921,338
Manufactures of silk.....	1,186,038	1,349,836	3,249,066	488,977
Manufactures of flax.....	608,231	1,077,617	1,539,525	420,266
Miscellaneous dry goods.....	347,770	427,941	1,229,611	262,848
Total.....	$4,773,265	$7,033,884	$13,235,203	$3,315,158
Add entered for consumption.....	45,331,679	50,234,968	34,378,358	44,845,639
Total entered at port.....	$50,104,944	$57,268,852	$47,613,561	$48,160,797

The total for the last seven months is rather more than for the same period of the previous year, but nearly $9,000,000 less than for the seven months ending with January, 1857. The receipts have to some extent been stimulated by the fears of high duties, growing out of the exigencies of the government, and may be less.

The exports from New York to foreign ports for the month of January show a decline not only in specie but in domestic produce, mostly breadstuffs. The total, exclusive of specie, is $575,000 less than for January, 1858 :—

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR THE MONTH OF JANUARY.

	1856.	1857.	1858.	1859.
Domestic produce.....	$5,257,686	$4,543,842	$4,208,306	$3,762,182
Foreign merchandise (free).....	41,305	151,920	191,125	119,489
Foreign merchandise (dutiable)..	212,239	188,408	290,308	232,337
Specie and bullion	104,834	1,307,949	4,745,611	2,305,688
Total exports.....	$5,616,064	$6,192,116	$9,435,350	$6,419,696
Total, exclusive of specie ..	5,511,230	4,884,170	4,689,739	4,114,008

The total exports at the port of New York since July 1st, (exclusive of specie,) are $7,283,238 less than for the corresponding seven months of last year :—

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR SEVEN MONTHS, ENDING JANUARY 31.

	1856.	1857.	1858.	1859.
Domestic produce.....	$42,507,037	$46,021,144	$31,559,901	$29,131,493
Foreign merchandise (free).....	740,134	640,646	2,512,724	938,089
Foreign merchandise (dutiable)...	2,179,799	1,818,881	5,319,505	2,039,310
Specie and bullion.....	10,655,779	23,258,352	26,707,723	15,947,160
Total exports.....	$56,082,738	$71,739,023	$66,089,903	$48,056,002
Total, exclusive of specie...	45,426,959	48,480,671	39,392,180	32,108,842

We also annex a comparative summary of the receipts of cash duties at the port of New York :—

CASH DUTIES RECEIVED AT NEW YORK.

	1857.	1858.	1859.
Six months ending January 1.	$22,978,124 43	$16,345,553 57	$15,387,618 49
In January	4,537,378 43	1,641,474 59	3,478,476 38
Total seven months	$27,515,502 86	$17,987,028 16	$18,866,089 87

The amount for the six months was rather less than last year, but the January receipts were more than double those of last year when the duties were as now, and nearly as large as in January under the tariff of 1846.

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

CITY WEEKLY BANK RETURNS.

NEW YORK WEEKLY BANK RETURNS.

	Loans.	Specie.	Circulation.	Deposits.	Average clearings.	Actual deposits.
Jan. 8	128,538,642	28,399,818	7,930,292	113,800,885	20,974,263	92,826,622
15	129,349,245	29,380,712	7,586,163	116,054,328	20,598,005	95,456,323
22	129,540,050	29,472,056	7,457,245	116,016,828	20,950,428	95,066,400
29	129,663,249	27,725,290	7,483,642	113,012,564	19,174,629	93,837,935
Feb. 5	130,442,176	25,991,441	7,950,855	114,678,173	22,712,917	91,965,256
12	129,106,318	25,419,088	7,872,441	109,907,424	20,560,606	89,346,818
19	127,476,495	26,344,955	7,766,858	108,937,564	19,911,207	89,026,357

BOSTON BANKS.

	Loans.	Specie.	Circulation.	Deposits.	Due to banks.	Due from banks.
Jan. 3 ..	60,069,424	8,548,934	6,543,134	22,357,838	10,789,135	7,083,737
10 ..	60,310,965	8,295,392	7,016,104	21,615,468	11,263,766	7,137,234
17 ..	60,106,798	7,931,712	6,793,723	21,127,712	11,139,700	7,111,264
24 ..	59,400,354	7,383,391	6,609,374	20,727,905	10,430,454	7,037,715
31 ..	58,992,556	7,088,736	6,224,137	20,598,451	9,657,823	6,547,510
Feb. 7 ..	59,120,142	6,814,589	6,514,576	20,845,520	9,506,146	7,057,113

WEEKLY AVERAGE OF THE PHILADELPHIA BANKS.

Date.	Loans.	Specie.	Circulation.	Deposits.	Due banks.
Jan. 3 ...	26,451,057	6,063,356	2,741,754	17,049,005	3,424,569
10....	26,395,860	6,067,222	2,854,398	17,138,607	3,297,816
17....	26,365,385	6,050,743	2,830,384	17,323,908	3,258,315
24 ..	26,283,118	6,099,317	2,769,145	17,498,219	3,093,921
31....	26,320,089	6,138,245	2,709,311	17,557,809	3,159,539
Feb. 7....	26,472,569	5,970,439	2,786,453	17,007,167	3,307,371

NEW ORLEANS BANKS.

	Short loans.	Specie.	Circulation.	Deposits.	Exchange.	Distant balances.
Jan. 3..	20,537,567	16,013,189	9,551,324	22,643,428	9,882,602	2,331,233
10..	20,453,417	16,294,474	10,383,734	21,756,592	9,866,131	2,540,573
17..	20,904,840	16,343,810	10,819,419	22,194,957	9,666,070	2,380,707
24..	21,442,167	16,279,655	11,224,464	22,549,305	9,492,871	2,057,217
31..	21,837,791	16,101,158	11,616,119	22,554,889	9,508,703	1,861,866

PITTSBURG BANKS.

	Loans.	Specie.	Circulation.	Deposits.	Due banks.
Jan. 3.....	6,887,261	1,292,047	2,038,113	1,811,780	162,902
10.....	6,929,874	1,287,552	2,042,348	1,767,594	216,097
17.....	6,743,540	1,294,567	2,023,948	1,804,149	179,451
24.....	6,970,837	1,308,325	1,961,493	1,781,474	241,121
31.....	6,964,674	1,307,145	1,965,723	1,739,046	215,608
Feb. 7.....	6,988,923	1,260,532	1,904,978	1,748,144	202,505

ST. LOUIS BANKS.

	Exchange.	Circulation.	Specie.
Jan. 8.....	3,297,559	2,030,608	1,705,262
15.....	3,345,015	1,992,670	1,578,800
22.....	3,331,189	2,116,870	1,584,541
29.....	3,409,026	2,185,385	1,640,541
Feb. 5.....	2,480,693	2,032,235	1,599,203

PROVIDENCE BANKS.

	Loans.	Specie.	Circulation.	Deposits.	Due oth. b'ks.
Dec. 27.....	26,232,551	6,274,515	2,701,127	16,723,397	3,331,469
Jan. 3.....	26,451,057	6,063,356	2,741,754	17,049,005	3,424,569

FINANCES STATE OF NEW YORK.

The message of Governor MORGAN gives the State debt as follows, September 30, 1858 :—

Canal debt	$24,307,704 40
General fund debt	6,605,654 37
Total	$30,319,258 77
The canal receipts for the year were	$2,072,204 88
Repairs, &c	1,078,878 91
Excess	$993,425 97

It will be thus seen, that for the last fiscal year, after paying the expenses of collecting, superintendence, and repairs, chargeable upon the canal revenues, there is a deficiency of $706,574 03 of the sum needed to pay the interest, and provide a "Sinking Fund," to meet the first constitutional requirements of $1,700,000. The interest upon the canal debt alone, is annually $1,358,892 30. The interest upon the general fund debt, is annually $354,606 10.

To meet the claims upon the treasury, actual and estimated, which relate to the canals alone, the following sums will be required :—

To pay outstanding drafts for work done on the canals, and awards for land damages, (partly estimated)	$1,700,000
For one year's interest on the debt of $12,000,000, contracted under section 3, of article 7, of the constitution	710,000
For the principal and interest on the temporary loan of $200,000, due July 1st, 1860	220,000
Estimated amount required under chapter 263, of the laws of 1858, to pay interest on drafts & awards, the principal of which was liquidated at the department prior to April 10, 1858	25,000
Total	$2,655,000

Equivalent to a State tax of nearly two mills on the dollar of the valuations of 1857.

The half-mill State tax was levied in 1848, and has been as follows :—

NEW YORK STATE TAX.

1848..½ mill	$325,638 72	1853..1 mill	$1,285,124 88
1849..½ mill	334,555 96	1854..¾ mill	1,020,926 49
1850..½ mill	364,003 75	1855..1¼ mill	1,751,717 78
1851..½ mill	578,546 88	1856..1 mill	1,430,000 02
1852..½ mill	292,641 69	1857..1¼ mill	1,789,875 22

DEBT OF NORTH CAROLINA.

Governor BRAGG's annual message to the Legislature of North Carolina is a plain, sensible, and practical document. We subjoin a brief abstract of its main points :—

The aggregate bonded debt of the State is $6,879,505. Of this $400,000 are in State bonds, loaned on mortgage to the Atlantic and North Carolina Railroad Company, which has so far failed to pay the interest. For the last two years the State has been compelled to pay the interest upon bonds of the Cape Fear and Deep River Navigation Company for $300,000. Under existing laws $200,000 in bonds are yet to be issued to the West North Carolina Railroad, and $440,000 to complete the first section of the same road to Morganton. The State has also a floating debt of $302,481, and it is suggested that a temporary

loan be effected to discharge it. On the bonded debt of the State there will fall due of principal, from time to time, in the year 1859, $200,000, and on the 1st of January, 1860, $500,000. Provision must be made at this session to meet these debts. The receipts into the State treasury in 1857 amounted $512,205, and in 1858 to $507,450. Should the revenue continue the same for the present and next fiscal year, and bonds to the amount of the floating debt be disposed of, the treasury for the two years would realize about the sum of $1,400,000, an amount, in all probability, sufficient to pay the interest upon the existing State debt, and also the current expenses of the State government. The governor urges the creation of a sinking fund for the ultimate discharge of the State debt, and the charter of some institution to take the place of the State Bank, should it decide to go into liquidation. He cautions the Legislature, however, against the policy of building up overgrown banking institutions. He thinks the same amount of capital divided between two banking institutions, with branches in different sections of the State, would be better and safer.

MINNESOTA: GROWTH OF THE STATE.

In 1849, when Minnesota entered upon a separate political existence, all of its territorial area, not occupied by Indians—all of the ceded lands of the Territory, in other words, were comprised within the county of St. Croix, which included all that portion of the present State east of the Mississippi River, and which had formerly been a county of Wisconsin. The first assessment made in Minnesota, under its territorial laws, was of this county, in 1849, and exhibits the following result:—

ASSESSED VALUE OF THE PROPERTY OF THE COUNTY OF ST. CROIX, MINNESOTA TERRITORY, FOR THE YEAR 1849.

	Real estate.	Personal prop.
First District, including Stillwater, Marine Mills, and Snake River	$40,322 00	$112,668 00
Second District, including St. Paul and Point Douglas.	106,422 00	69,836 00
Third District, including St. Anthony, Sauk Rapids, and Crow Wing	31,027 00	54,660 00
Total	$177,772 00	$237,164 00
Total real and personal property		414,936 00

The following compendium of the number and names of counties established and organized in successive years since 1849, will give some idea of those constant changes of the map of the Territory. These lists, compiled with great labor from the Session Laws, will be found essential to an appreciation of the actual wealth of Minnesota:—

1849—One county, St. Croix, organized.
1850—Nine counties: Washington, Ramsey, and Benton, organized; Itasca, Dakota, Wahnatah, Mankato, Wabashaw, and Pembina, unorganized.
1851—Nine counties: Washington, Ramsey, and Benton, organized; Dakota, Itasca, Cass, Pembina, Chisago, and Wabashaw, unorganized.
1852—Ten counties: Ramsey, Washington, Benton, Chisago, and Hennepin, organized; Dakota, Itasca, Pembina, Cass, and Wabashaw, unorganized.
1853—Eighteen counties: the five organized counties above named, also Dakota, Wabashaw, Fillmore, Scott, Le Sueur, Blue Earth, Nicollet, and Pembina, organized—thirteen organized in all; and Pierce, Sibley, Rice, Goodhue, and Itasca, unorganized.
1854—Twenty-one counties: sixteen organized, and five unorganized, as above.
1855—Thirty-six counties: twenty-two organized.
1856—Forty-two counties: thirty-four organized.
1857—Sixty counties.

Making fifty organized counties in all, and thirteen unorganized counties, in-

cluding the new counties of Pipe Stone, Cottonwood, Murray, Rock, and Medway; and the old counties of Renville, Davis, St. Louis, and Newton. The assessors' valuation in 1856 and 1857 was as follows:—

	1856.	1857.		1856.	1857.
Ramsey	$5,826,620	$9,381,505	Farribault	$50,000	$200,000
Hennepin	3,459,312	6,814,706	Renville	10,000	20,000
Winona	1,946,262	3,108,599	Davis	.....	10,000
Washington	1,938,648	3,021,718	Todd	.....	50,000
Dakota	1,907,632	3,049,761	Pierce	10,000	50,000
Houston	1,057,220	1,389,800	Itasca	5,000	10,000
Fillmore	963,000	1,591,000	St. Louis	20,000	100,000
Olmsted	867,588	2,004,979	Newton & Lake	.....	20,000
Chisago	728,956	976,964	Isanti	.....	20,000
Scott	697,613	720,499	Waseca	.....	300,000
Goodhue	630,227	1,500,000	Manomin	.....	100,000
Rice	613,364	2,107,771	Crow Wing, Aiken, Mille Lac, Buchanan, Carlton, Martin, Jackson, Nobles, Big Sioux, Pipe Stone, Cottonwood, Murray, Rock, Medway	.....	100,000
Mower	457,533	1,200,000			
Nicollet	439,391	1,018,225			
Morrison	402,006	486,487			
Wabashaw	172,166	435,800			
Dodge	168,772	916,610			
Carver	161,154	319,123			
Le Sueur	160,204	300,000			
Blue Earth	141,377	310,659			
Wright	127,714	343,899			
Benton	110,665	300,281			
Stearns	91,800	360,000		30,000	50,000
Sibley	68,731	257,353			
Anoka	.....	758,350			
Sherburne	200,000	715,468			
Steele	300,000	636,462	Total returns	$23,169,965	$44,946,673
Pine	200,000	631,472	Add estimates	1,225,000	4,390,000
Freeborn	50,000	212,088			
McLeod	40,000	177,302	Total	$24,394,965	$49,336,673
Meeker	10,000	45,098			

SUMMARY OF VALUATIONS IN DIFFERENT YEARS.

1849	$414,936	1852	$1,715,835	1855	$10,424,157
1850	806,437	1853	2,701,437	1856	24,394,395
1851	1,282,123	1854	3,508,518	1857	49,336,673

Showing an increase during the period of eight years since her territorial organization of more than one hundred per cent yearly in the wealth of the State. In other words, the valuation of property in this State at its assessed. always below actual, value, has more than doubled itself every year. The returns for 1858 are so incomplete that we defer giving them for the present. They exhibit of course the exceptional phase of depreciation which all property has undergone during the past year—but yet the total result will more than sustain the valuation of 1857—which, with the ratio of progress exhibited in the above table, affords the true measure by which to estimate the property-basis which the State of Minnesota offers in support of her public credit.

TAXABLE PROPERTY OF NEW ORLEANS.

We have obtained, through the politeness and courtesy of Mr. Watkins, one of our efficient Assessors, the following summary from the assessment rolls for 1858:—

Value of real estate.	Value of slaves.	Horses and carriages.	Capital.	Licenses.	Total taxable property.	Polls.
$75,426,805	$6,177,030,	$1,047,710	$25,990,293	$235,440	$103,651,135	10,859

NEW YORK CITY FINANCES.

The message of Mayor TIEMANN contains the following statement of the city debt:—

PERMANENT CITY DEBT, REDEEMABLE FROM THE SINKING FUND, JANUARY 1, 1859.

5 per cent water stock (outstanding) redeemable in 1858	$160,330
5 per cent water stock, redeemable in 1860	2,500,000
5 per cent water stock, redeemable in 1870	3,000,000
5 per cent water stock, redeemable in 1875	255,600
5 per cent water stock, redeemable in 1880	2,147,000
5 and 6 per cent Croton water stock, redeemable in 1890	1,000,000
5 per cent fire indemnity stock, redeemable in 1888	402,768
5 per cent building loan stock, No. 3, redeemable in 1870	75,000
5 per cent building loan stock, No. 4, redeemable in 1873	115,000
5 per cent water loan stock (new reservoir) redeemable in 1875	29,100
6 per cent water loan stock (new reservoir,) redeemable in 1875	1,000,000
5 per cent Central Park fund stock, redeemable in 1898	400,200
6 per cent Central Park fund stock (arsenal) redeemable in 1898	275,000
6 per cent Central Park fund stock, redeemable in 1887	2,382,900
6 per cent Central Park improvement fund stock, redeemable in 1887	650,000
Whole amount	$14,400,898
Less investments by commissioners of sinking fund in city stocks	$3,780,852 00
Bonds and mortgages	656,366 28
	$4,437,218 28
Amount unprovided for, January 1, 1859	$9,963,670 72

This debt amounted on the first of January last, less city stocks and securities held by the commissioners, to $10,773,294.

The whole amount of the original water stock issues was		$14,482,000
Of this there has been redeemed and canceled as it became due	$5,412,888	
And there is now held of it by the commissioners of the sinking fund	3,246,184	
		8,669,092
Leaving yet outstanding		$5,813,928

This does not include the stock which has been recently issued for the land taken for the new reservoir and for the construction of that work, which is $1,029,100.

In 1860 the sum of $2,500,000 of water stock becomes due, but after that no stock is payable until 1870, when $3,000,000 is due.

The tax levies and collections for two years were as follows:—

	1857.	1858.
Levy	$8,055,608 55	$8,620,926 72
Collected in last 4 months	6,308,844 12	7,393,284 59
Due January 31	1,746,124 43	1,282,178 66

The following will exhibit the taxes which are now in arrears since 1833, as near as they can, with certainty, be ascertained:—

Taxes, 1833 to 1851, inclusive	$378,695 00	Tax of 1856	641,264 98
Tax of 1852	75,941 57	Tax of 1857	899,519 38
Tax of 1853	140,863 84	Tax of 1858	1,282,178 66
Tax of 1854	247,588 25		
Tax of 1855	394,181 45	Total	$3,681,538 13

INDIANA STATE DEBT.

In the Indiana House of Representatives, W. Hunter, from the Committee of Ways and Means, reported the State debt as follows:—

There were outstanding on the 1st day of November, 1858, of foreign debt, 413 bonds, of $1,000 each, making	$413,000 00
The amount of interest due thereon to same date	370,175 00
Total	$783,175 00

The State is liable for full amount of said bonds and interest, unless they shall be surrendered under the act ceding the Wabash and Erie Canal to the bondholders of the State. If so surrendered, then only for one-half of each. Most of the creditors, now holding said bonds, refuse to surrender under said act. Including full amount of said bonds and interest, the liabilities of the State are as follows, to wit:—

1. Amount of said bonds and interest	$783,175 00
2. Amount of 5 per cent State stock, not redeemed	5,162,500 00
3. Amount of 2½ per cent State stock, not redeemed	1,803,701 00
4. Amount of Vincennes University bonds	66,585 00
5. Amount due school fund, for advance from sinking fund	1,100,342 67
6. Amount due sinking fund	165,000 00
7. Amount due swamp land fund	145,410 57
8. Amount due school fund	186,861 64
9. Amount due State debt sinking fund	105,715 32
10. Amount due township library fund	1,792 00
11. Amount due other trust funds	50,000 00
12. Amount due Shelby County, for tax illegally collected	2,076 62
Making in all	$9,964,969 83
To meet the ordinary and extraordinary expenses of the State for 1859, as estimated by the Auditor, will require	$559,335 10
To meet the ordinary and extraordinary expenditures of the State for 1860, as estimated by the Auditor, will require	473,985 10
Total	$1,033,320 20

Which estimates of the Auditor, your committe, at present, are not prepared to say are correct, but they will be able to give the house full information on the subject so soon as they can complete their present investigations.

The receipts for the fiscal year ending October 31 were—

Balance on hand, November 1, 1857		$650,653 48
Receipts		844,416 84
Total		$1,495,070 32
Public debt	$325,244 75	
Wabash Canal	255,202 56	
Other	783,280 73	
		1,363,728 04
Balance, November 1, 1858		$131,342 28

The Auditor estimates that the assessment of real and personal property in the State will be about $325,000,000, yielding, at 25 cents, a revenue of $812,500, with a poll tax, at 50 cents, yielding $100,000, or in all $912,500; or, deducting delinquencies and cost of collection, giving collections of $692,500, which, with the balance on hand October 31st, of $131,342 28, gives a total resources of $823,842 28, leaving an excess for 1859 of $254,507 18, to be applied towards the payment of the State's indebtedness to the several funds. He estimates an increase by a reappraisement in 1860.

PENNSYLVANIA FINANCES.

The receipts and expenditures of the Commonwealth of Pennsylvania, for the fiscal year ending November 30, 1858 :—

RECEIPTS.

Tax on bank dividends		$260,740 31
Tax on corporation stocks		408,406 87
Tax on real and personal estate		1,610,229 19
Tax on loans		148,363 11
Interest on loans		411,043 24
Tax on tonnage		224,535 62
Other items		1,076,459 91
Total		$4,139,778 35
Balance in the State Treasury, November 30, 1857 :—		
Available	$528,106 47	
Dep. funds in treasury unavailable	41,032 00	
		569,138 47
Total		$4,708,916 82

EXPENDITURES.

Public improvements		$202,665 62
Expenses of government		399,888 36
Charitable institutions		111,908 49
Common schools		277,590 18
Relief notes canceled		421,377 85
Interest on loans		1,989,243 82
Other items		373,180 74
Total		$3,775,857 06
Balance in the State Treasury November 30, 1858 :—		
Available	$892,027 76	
Dep. funds in treasury unavailable	41,032 00	
		933,059 76
Total		$4,708,916 82

PENNSYLVANIA STATE DEBT.

The Governor of Pennsylvania makes the following statement in his annual address :—

The funded and unfunded debt of the Commonwealth on the 1st day of December, 1857 and 1858, was as follows :—

FUNDED DEBT.

	1857.	1858.
6 per cent loan	$445,180	$445,180
5 per cent loan	38,773,212	38,420,905
4½ per cent loan	388,200	388,200
4 per cent loan	100,000	100,000
To this should be added 5 per cent coupon bonds sold by Girard Bank, not before reported	28,000	.....
Total	$39,734,592	$39,354,285

UNFUNDED DEBT.

Relief notes outstanding	$146,421	$105,350
Interest certificates outstanding	23,473	23,357
Interest certificates unclaimed	4,448	4,448
Domestic creditors	802	802
Total unfunded debt	$175,145	$133,958

To meet this, besides the ordinary sources of public revenue, the State owns bonds received from the sale of the public works, well secured, amounting to $11,000,181. Deducting this from the outstanding debt, it leaves to be otherwise provided for the sum of $28,087,111.

Sales were made by the Sunbury and Erie Railroad Company under the oath of the presidents of the different lines, as follows:—

The Upper and Lower North Branch Canal to the North Branch Canal Company, for	$1,600,000
The West Branch and Susquehanna Divisions to West Branch and Susquehanna Canal Company, for	500,000
The Delaware Division, to the Delaware Division Canal Company of Pennsylvania, for	1,775,000
In all the sum of	$3,875,000

VALUATION, FINANCE, AND DEBT OF ILLINOIS.

The message of the Governor of Illinois contains the following in regard to the finances of that State:—

Our financial condition is most cheering. Our taxes have been paid voluntarily and with promptness; and our citizens are looking forward with pride to the day—now not distant—when, without oppression or embarrassment to them, our State indebtedness will have been entirely removed, and we left in possession of a secure and certain income sufficient, by that time, to defray all our ordinary expenses, without resort to taxation of any kind. I allow six years as the period within which this proud consummation may be effected.

The total amount of taxable property, as shown, for 1857, is $407,477,367—an increase over the preceding year of $57,526,095; and the total receipts into the treasury for taxes levied in 1857, are $1,821,012 72.

The present condition of our State debt is shown by the following table:—

During the years 1857 and 1858, the principal of the public debt has been reduced $1,050,324 13; and the arrears of interest reduced $116,552 61, as follows:—

By amount of the State debt fund paid on the principal, pro rata, January, 1858, &c		$623,449 01
By certificates of new internal improvement stock and interest bonds of 1847, purchased with the Central Railroad fund		89,604 60
By certificates of new internal improvement stock purchased with the State land fund		42,875 24
By certificates of new internal improvement stock purchased with the three per cent school fund		7,038 24
By amount paid by the trustees of the Illinois and Michigan Canal on the principal of the registered debt		287,357 04
Total		$1,050,324 13
By arrears of interest on certificates of new internal improvement stock purchased with the land fund	$13,552 61	
By arrears of interest on certificates purchased with the Central Railroad fund	103,000 00	
		116,552 61

And as the accruing interest due January, 1857, and subsequent installments, have been promptly paid, so far as presented, the present condition or amount of the public debt may be stated as follows, to wit :—

Eighty-one old State bonds, bank, and internal improvement stock outstanding	$81,000 00	
Internal improvement scrip	52,000 00	
		$133,000 00
Liquidation bonds		271,849 00
Certificates of new internal improvement stock		2,583,368 15
Interest bonds of 1847, drawing interest from July, 1857		1,838,433 03
Total		$4,826,650 18
Registered canal debt	3,713,113 19	
Unregistered canal debt	1,468,505 61	
		4,181,618 80
Total		$9,008,268 98
Deduct State debt fund in the treasury, December 1, 1858, to be applied to the payment of principal		766,629 48
Amount of principal		$8,241,639 50
Certificates of interest stock, not to draw interest until January 1, 1860, issued on account of arrears of interest unrendered, &c.	2,756,814 43	
Less amount purchased with Central Railroad fund	103,000 00	
Balance	2,653,814 43	
Estimated amount of arrears of interest not yet funded	243,000 00	
		2,896,814 43
State debt, principal and arrears of interest		$11,138,453 93

MASSACHUSETTS VALUATIONS OF 1850 AND 1858.

The following figures from the Governor's message exhibit the assessments made in each county of the Commonwealth in the year 1858, together with the estate valuations of 1850 and 1858, and the percentage of increase and decrease of valuation. It will be seen that in only one county, Nantucket, has the valuation retrograded, as compared with the year 1850 :—

	Assessments.	Valuation.		Increase,
	1858.	1850.	1858.	per cent.
Barnstable	$124,399 37	$8,897,349	$12,686,046	42.58
Berkshire	148,925 51	17,197,607	22,808,309	32.63
Bristol	518,092 45	39,243,560	65,530,496	66.98
Dukes	15,974 35	1,698,005	2,855,885	68.19
Essex	671,042 32	56,556,466	80,598,346	42.51
Franklin	115,556 36	11,211,309	12,149,921	8.37
Hampden	198,510 56	22,621,220	25,291,128	11.80
Hampshire	127,131 76	13,331,240	16,709,751	25.34
Middlesex	1,083,331 23	83,264,719	131,635,323	58.80
Nantucket	42,242 00	4,595,362	4,547,241	— 1.44
Norfolk	589,679 44	47,034,521	76,949,399	63.60
Plymouth	230,420 44	19,200,668	28,286,579	47.32
Suffolk	2,338,512 25	217,587,172	263,108,025	20.97
Worcester	616,298 62	55,497,794	70,620,029	27.24
Total	$6,820,116 66	$597,936,992	$813,776,483	36.91

The average poll tax throughout the State is $1 81.

FINANCES OF MISSOURI.

A statement furnished to me by the Auditor of Public Accounts shows the finances of the State to be in good condition :—

	Revenue.	Expenses.
Year ending October 1st, 1857	$605,252 73	$735,016 21
Amount received in 1858	756,115 61	397,158 79
Amount received in the two years	$1,361,368 34	$1,132,175 00
The balance in the treasury, October 1st, 1858		$54,264 24
The estimated receipts of revenue for the two years ending October 1st, 1860, adding twenty per cent on the revenues of 1857 and fifteen per cent on the revenue of 1858, are		1,950,777 55
Total, including balance in the treasury		$2,005,041 79
Deducting estimated ordinary expenditures in same period		$600,000 00
Leaves a balance of		1,405,041 79
This balance is subject to a deduction of twenty-five per cent per annum of the revenue receipts for the use of common schools		487,694 38
Estimated balance in the treasury October 1st, 1860		$917,347 41

The report of the State Auditor shows large increase in the valuation of the property in Missouri during the past year. The following is his gratifying exhibit :—

	1857.	1858.
Land	$124,747,730 08	$221,605,766 94
Town lots	64,375,933 00	14,287,025 00
Slaves	41,655,608 00	45,090,023 00
Personal property	31,187,291 81	39,072,373 33
Valuation of money, bonds, &c	26,013,470 00	35,556,380 00
Total	$287,980,032 89	$355,621,573 27

The total amount of State bonds received by the railroads up to this time is $19,056,000. The amount yet to be issued is $5,894,000. The Governor speaks at length of the condition and prospects of the railroads, seems disposed to treat them with great liberality, recommending more aid to the Pacific, and suggesting a stay of execution against the defaulting North Missouri and Iron Mountain.

DISTRICT OF COLUMBIA.

A statement from the Register of the Treasury, of expenditures in the District of Columbia, laid before the Senate by the Vice-president, gives the items of expenditure in detail up to the close of the present fiscal year at $24,715,552 16. The number of lots originally held by government was 10,118 ; the number sold by the government was 9,230, at $811,642 58 ; number unsold, with title in government, 118 ; assessed value, $6,969 30 ; number given to the Georgetown and Columbian Colleges, and St. Vincent's Washington City Orphan Asylum, 783 ; assessed value, $70,000. The assessed value of individual property, personal and real, is $34,720,424. The assessed value of government reservations, exclusive of the reservations formed by the intersections of streets and avenues, $13,412,293 36. The cost of public buildings, furniture, statuary, and paintings is $14,709,338 09.

PUBLIC DEBT OF SOUTH CAROLINA.

The Controller-General of South Carolina, in his report for November, 1858, says :—

The following is a statement of the public debt proper, as taken from the books of this office at the close of the fiscal year, September 30, 1858, viz. :—

Three per cent State stock	$66,602 77
Five per cent State stock	35,512 93
Five per cent bonds, (sterling,) fire loan	501,111 12
Six per cent stock, fire loan, 1838	739,516 14
Six per cent bonds, Blue Ridge Railroad	800,000 00
Six per cent bonds, new capitol	500,000 00
Six per cent stock, new capitol	550,000 00
Total	$3,192,742 96

The amount due for surplus revenue is not set down here among the items of the public debt proper, as the general government, having passed through two wars, and borrowed money since it was divided among the States, without demanding payment, there is no probability that the State will ever be required to refund it. The amount is $1,051,422 09.

TAXES AND THE TAXABLES OF PHILADELPHIA.

The Board of Revision, having in charge the books of the assessors who made the triennial assessment, have completed their labors, and the following table shows the value of the real estate and personal property for the year 1859 :—

	Real estate.	Personal property.	Total	Taxables.
1858	$153,000,000	$2,697,669	$155,697,669	103,850
1857	147,752,152	2,688,780	150,440,932	106,979
Increase	$5,247,848	$8,889	$5,265,737	.....
Decrease	.....	....	.....	3,129

According to the above table, there has been an increase of $5,247,848 in the valuation of the real estate of the city, while there has been a decrease of 3,129 in the number of taxable inhabitants. The only Wards in which there was an increase were the 8th, 11th, 12th, 21st, 22d, and 24th, amounting in the aggregate to 263. The increase in the valuation of personal property amounted to only $8,889. It will be very hard to convince those who are familiar with the progress of Philadelphia, that there has been a decrease in the number of taxable inhabitants within the last three years, and that the increase in the value of personal property has been next to nothing.

TEXAS STATISTICS.

The full returns from the county assessors for the present year, show the total value of taxable property in the State to be $192,387,377, against $183,594,205 for 1857, and $161,504,025 for 1856. The total State tax, *ad valorem*, for this year, is $268,883 05, against $301,126 54 for 1857. Had there been no reduction in the rate of taxation, the total taxes would have been $323,875 27 ; so that the State has lost by the reduction $54,992 22.

STATISTICS OF TRADE AND COMMERCE.

TOBACCO TRADE OF VIRGINIA.

The following table gives the total inspections in Virginia for a series of years :—

	1854.	1855.	1856.	1857.	1858.
Richmond	23,739	29,458	36,696	30,534	44,616
Petersburg	10,219	13,343	15,677	12,927	15,154
Lynchburg	9,607	9,511	8,652	5,754	7,175
Clarksville.....	2,683	3,122	2,126	1,612	1,746
Farmville	1,464	3,214	2,108	2,035	2,412
Tye River.....	150	227	41	45	....
Danville	....	....	20	3	....
Total..hhds.	47,862	57,872	65,320	52,910	71,103
Increase over last season.....				....hhds.	18,193

Much tobacco is received by the towns in a loose state—that is, placed loose in boxes, crates, or bales. A good deal of this is repacked into hogsheads of the usual weight; but a larger portion is purchased by manufacturers and worked up by them. The whole of this received at the principal point of inspection was estimated at 22,169,426 pounds, or at about 15,981 hogsheads. The statement also gives the stock on hand on the 1st of October, in this country and in the principal ports of Europe, which space prevents our making use of.

The following is a carefully prepared comparative statement of the exports of tobacco from Richmond direct to foreign ports during each of the last four years ending September 30 :—

	1858.	1857.	1856.	1855.
Antwerp.....	1,847	....	....	....
Bordeaux.....	1,145	1,556	511	1,457
Bremen.....	4,685	3,360	4,218	2,857
Bristol.....	937	538	487	421
Dublin	521	...	...	...
Genoa.....	240	700	466	...
Glasgow.....	...	...	...	307
Havre.....	2,785	2,162	1,852	3,021
Leith.....	...	...	304	...
Liverpool.....	5,832	4,253	3,963	3,972
London.....	1,901	1,722	2,117	1,649
Marseilles.....	693	550	730	1,149
Porto Rico.....	...	6	2	...
Rotterdam.....	581	...	822	478
Venice.....	5,962	5,296	3,266	3,245
Total.....	27,129	20,143	18,758	18,556

The value of the tobacco and stems exported from Richmond for the past four years is recorded at the custom-house in that city as follows :—

	1854–5.	1855–6.	1856–7.	1857–8.
Quarter ending December 31..	$579,048	$221,478	$808,358	$553,962
" March 31.....	43,571	26,010	279,537	68,184
" June 30.....	411,347	351,612	764,682	812,043
" September 30.	1,896,842	2,256,413	2,649,305	2,913,511
Total.....	$2,931,408	$2,855,509	$4,496,882	$4,348,600

EXPORTS FROM BUENOS AYRES TO THE UNITED STATES, FROM OCTOBER 1, 1857, TO SEPTEMBER 30, 1858.

COMPILED FOR THE MERCHANTS' MAGAZINE BY A. LINES VAN BLARCOM, ESQ., OF BUENOS AYRES.

NEW YORK.

Date.	Vessel.	Horns.	Bones.	Hides. Ox and cow. Dry.	Hides. Ox and cow. Salt.	Hides. Horse. Dry.	Hides. Horse. Salt.	Calf-skins. Dry.	Wool. Bales	Wool. Chlg.	Bales. Deer.	Bales. Goat.	Bales. Nubia.	Bales. Sheep.	Bales. Feathers.	Bales. H. Cut.	Hair. Bales.	Hair. Chlg.	Mres. Fps.	Grss. Bxs.
Oct. 8, '57.	Hesperus	....	....	13,878	...	110	....	....	...	...	..	..	..	..	..	..	..	..	..	..
16..	O. J. Hayes	....	....	7,636	...	...	563	....	...	...	9	25	3	..	..	13	22	70	..	..
30..	Bonito	....	....	10,122	...	...	1,000	....	70	...	2	24	6	20	..	50	13	..	..	..
Nov. 6..	Dawn*	....	15,570	9,420	...	...	111	554	49	...	2	2	..	..	8	59	16	..	80	80
Dec. 11..	Kentucky	....	....	9,525	...	...	....	325	96	...	..	..	..	..	4	..	50	..	..	..
31..	Marian	....	1,900	12,880	...	...	....	2,078	...	...	..	9	..	..	..	28	7	..	..	..
31..	Seneca	....	6½ tons	11,765	500	80	....	....	...	...	..	47	..	..	2	25	..	..	..	..
Jan. 13, '58.	Margaret Eliza	....	....	500	...	...	....	....	43	...	5	..	1	..	..	..	..	..	..	..
23..	Fanny Whittier	....	....	2,556	...	...	....	....	187	...	1	..	..	..	..	3	17	..	..	..
29..	Mary Wilkins	....	34,000	....	...	...	1,811	....	...	...	12	40	..	..	1	..	..	..	..	..
25..	Richmond	....	....	3,001	...	...	....	....	174	...	..	..	..	..	..	..	..	..	..	..
Apr. 15..	Parana	....	....	13,107	...	15	....	843	53	...	7	59	..	..	1	..	26	..	..	..
30..	Marion	....	....	7,858	...	...	....	287	133	...	..	..	..	..	..	..	6	29	..	..
May 13..	Dawn	850	....	7,232	...	...	....	7,779	32	...	..	..	2	7	..	..	3	2	..	..
14..	Clifton	....	....	6,944	...	...	....	....	142	...	..	..	9	..	..	18	..	..	..	..
June 3..	O. J. Hayes	....	....	10,902	...	100	....	....	185	...	..	..	..	..	..	2	..	..	..	..
9..	Volante	....	....	4,724	...	856	....	506	106	...	..	..	..	..	..	3	..	..	..	..
9..	Antagonist	....	30,000	1,070	...	...	....	6,804	211	...	19	65	38	..	1	..	56	11	..	..
25..	Paladin	....	....	4,477	...	...	1,200	1,600	372	...	..	21	..	..	1	..	23	..	..	..
July 9..	Bonito	....	....	13,778	...	...	1,385	523	17	...	..	..	..	..	..	..	..	..	..	..
27..	Marian	500	....	13,395	...	345	....	....	...	...	..	..	..	..	..	..	..	..	..	..
27..	Margaret Eliza	....	....	18,269	...	150	....	....	85	...	..	..	15	..	4	..	24	..	..	..
29..	Mary Wilkins	...	20,000	5,603	...	...	2,666	....	48½	7	49	25	18	..	3	2	22	54	..	..
Aug. 11..	Homer	....	....	6,756	...	...	....	120	94	...	..	..	..	..	..	..	..	..	..	..
24..	Effort	....	....	7,174	...	...	....	5,349	98	...	..	..	1	..	2	..	3	35	..	..
31..	Mary Bentley	....	....	15,805	...	...	....	1,539	164	...	..	18	..	29	..	..	..	11	..	..
Sept. 6..	Ann Staniland	....	....	3,846	...	...	....	....	221	...	..	..	..	..	..	..	..	..	..	..
6..	Trovatore	....	....	11,872	...	1,272	1,711	1,200	120	...	1	7	..	..	..	..	36	..	..	..
29..	Kentucky	....	....	12,414	...	...	1,653	870	20	...	12	..	27	..	2	..	25	..	..	..
30..	Z. D	....	20,000	5,994	...	100	....	1,586	216	162	2	2	12	..	2	..	56	21	..	..
	Total	1,350	121,470	252,498	500	3,028	12,100	32,263	3,191½	169	121	344	132	56	31	203	405	233	80	80

BOSTON.																			
Oct.19, '57.Wanderer	....	.....	5,192	...	...	....	350	44	14	..	3	..	..	..	..	..	..	..	..
21..California	....	.....	2,052	...	...	3,041	....	75	...	1	3	2	..	..	3	7	54	50	..
Nov. 16..Edwin	7,000	.....	6,586	1,000	...	....	....	94	...	4	..	..	..	..	..	3	..	..	..
Jan. 3, '58.Lenox	10,000	.....	5,309	...	...	....	....	10	...	..	..	3	..	..	..	..	..	..	..
Feb. 1..Salacia	7,960	.....	.....	...	75	....	....	477	...	..	..	3	3	3	3	6	..	..	..
Mar. 31..Mary Brought	....	.....	6,691	...	...	....	....	252	9	..	..	..	..	..	..	..	..	..	..
Apr. 8..California	....	.....	9,597	...	...	....	....	247	...	..	..	..	..	..	..	10	73	..	..
May 31..Abagun†	....	.....	2,526	...	...	....	547	40	...	..	..	..	..	2	..	..	..	..	..
July 20..Sea Bird	....	.....	4,776	596	...	215	....	50	...	..	..	4	..	..	23	1	..	..	..
23..Salacia	....	.....	8,181	...	...	....	812	451	...	..	..	..	..	2	..	..	17	..	..
Aug. 28..Inman	12,800	.....	3,510	702	100	235	....	301	...	..	..	..	..	..	..	12	..	..	..
Total	37,760	.....	54,420	2,298	175	3,491	1,709	2,041	23	5	6	12	3	7	29	39	144	50	..
SALEM.																			
Jan.31, '58.Swallow	....	.....	12,000	...	...	....	....	...	...	..	..	..	..	..	..	..	..	..	..
Mar. 15..Wm. Schroeder	7,000	.....	9,200	...	...	....	....	...	...	..	..	..	..	..	..	..	..	..	..
Apr. 25..Prescott	....	.....	10,450	...	...	....	....	...	...	..	..	..	..	..	..	..	..	..	..
June 27..Swallow	....	.....	11,733	...	...	....	....	...	...	..	..	..	..	..	..	..	..	..	..
July 15..Glenwood	....	.....	9,797	879	...	1,000	....	...	72	..	..	..	23	..	..	76	..	..	..
Sept. 29..Wm. Schroeder	....	30,000	9,065	...	...	1,335	....	...	...	..	..	..	..	..	..	..	..	..	..
Total	7,000	30,000	62,245	879	...	2,335	....	...	72	..	..	..	23	..	..	76	..	..	..
BALTIMORE.																			
Sept.2, '58.Kate	3,200	.....	10,303	465	...	1,778	....	...	...	..	..	..	..	..	..	..	..	..	..
Grand total	49,310	151,470	379,466	4,142	3,203	19,704	33,972	5,232½	264	126	350	144	82	88	232	520	377	130	80

* The Dawn, at New York, also brought 4 stag-skins.
To the total of bones at New York, and also to the grand total, should be added 6½ tons.

† The Abagun, at Boston, also brought 186 deer-skins.

EXPORTS FROM BUENOS AYRES TO THE UNITED STATES, FROM OCTOBER 1, 1857, TO SEPTEMBER 30, 1858.

Date.	Horns.	Bones.	Hides. Ox and cow. Dry.	Hides. Ox and cow. Salt.	Hides. Horse. Dry.	Hides. Horse. Salt.	Calf-skins. Dry.	Calf-skins. Salt.	Wool. Bales.	Wool. Chig.	Bales. Deer.	Bales. Goat.	Bales. Nubia.	Bales. Sheep.	Bales. Feathers.	Bales. Hide cuttings.	Hair. Bales.	Hair. Chig.	Mrse. Grease. Pipes.	Mrse. Grease. Bxs.
October, 1857 ..	....	.....	38,880	....	110	4,604	350	..	326	14	12	58	11	20	..	66	42	124	50	..
November*	7,000	15,570	16,006	1,000	....	111	554	..	143	..	6	2	..	..	3	59	19	..	80	80
December	....	1,900 / 6½ t'ns	34,170	500	80	....	2,403	..	214	..	..	56	..	..	6	53	57	..	..	..
January, 1858..	10,000	34,000	23,366	....	....	1,811	....	..	414	..	18	40	4	..	1	3	17	..	..	..
February.....	7,960	.....	.....	....	....	....	....	..	477	..	..	..	3	3	3	3	6	..	..	..
March	7,000	....	15,891	....	....	....	....	..	252	9	..	..	..	..	..	..	..	..	..	..
April	....	.....	41,007	....	15	....	1,130	..	433	..	7	59	..	..	1	..	42	102	..	..
May†.....	850	.....	16,702	....	.. .	....	8,326	..	214	..	..	..	11	8	2	18	3	2	..	..
June.....	....	30,000	32,906	....	956	1,200	8,910	..	874	..	19	83	38	..	2	3	81	11	..	..
July.....	500	20,000	73,799	1,475	495	5,266	1,635	..	651½	79	49	25	37	23	9	25	123	71	..	..
August.....	12,800	.....	33,245	702	100	235	7,008	..	657	..	..	18	1	29	2	..	15	46	..	..
September.....	3,200	50,000	53,494	465	1,372	6,477	3,656	..	577	162	15	9	39	..	4	..	116	21	..	..
Total.....	49,310	151,470 6½ tons.	379,466	4,142	3,128	19,704	33,972	..	5,232½	264	126	350	144	82	38	230	521	377	130	80

EXPORTS TO THE UNITED STATES FROM OCTOBER 1ST, 1853, TO SEPTEMBER 30TH, 1858.

1853–54.....	204,653	21,000	385,519	65,320	3,287	51,067	....	..	11,783	366	12	80	165	580	118	116	1,108	1,065	..	..
1854–55.....	128,332	20,000	235,849	53,033	600	3,078	....	..	5,215	409	48	100	223	339	46	196	755	764	..	..
1855–56.....	186,222	24,580	323,545	46,128	2,199	30,889	....	500	7,631	35	94	18	149	75	30	247	1,106	1,310	20	..
1856–57‡.....	93,782	466,700 716½ t's	225,909	20,243	891	13,317	751	850	7,838½	450	26	156	87	101	39	448	525	371	100	421
1857–58§.....	49,310	151,470 6½ tons.	379,466	4,142	3,128	19,704	33,972	..	5,232½	264	126	350	144	82	38	230	521	377	130	80

* Also 4 stag-skins.

† Also 186 deer-skins.

‡ Also 3 stag-skins.

§ Also 190 deer-skins.

WHALE FISHERIES FOR 1858.

The *Whalemen's Shipping List* remarks :—The whole number of vessels now employed in the whale fishery from ports in the United States is 560 ships and barks, 19 brigs, 45 schooners, including 195,115 tons, against 587 ships and barks, 18 brigs, and 49 schooners, including 203,148 tons, in the previous year.

The importation of sperm oil during the year in barrels are 81,941 ; whale, 182,223, and 1,540,600 pounds of whalebone.

The average price of sperm oil during the year is $1 21 per gallon, and for whale oil 54 cents; whalebone, Polar, 94¼ cents; Northwest, 90 cents.

Exports—Sperm, 33,336 barrels ; whale, 19,503 ; whalebone, 1,049,466 pounds.

Stock now on hand, 17,176 barrels sperm, 82,375 whale, and 400,000 pounds whalebone, against 39,307 barrels sperm, 92,193 barrels whale, and 285,500 pounds whalebone on the 1st of January, 1858.

IMPORTATIONS OF SPERM OIL, WHALE OIL, AND WHALEBONE INTO THE UNITED STATES IN 1858.

	Sperm oil, bbls.	Whale oil, bbls.	Whalebone, lbs.
New Bedford	46,218	103,105	1,184,900
Fairhaven	8,553	15,745	84,500
Dartmouth	1,801	250	....
Westport	2,366	445	4,500
Mattapoisett	2,936	777	300
Sippican	576	248	....
District of New Bedford	62,450	120,570	1,274,200
New London	1,830	38,120	116,100
Nantucket	7,945	2,684	5,100
Sag Harbor	1,321	4,200	15,000
Edgartown	2,024	4,827	9,400
Warren	776	48	12,700
Provincetown	1,289	2,655	1,500
Mystic	....	1,092	....
Greenport	....	1,225	....
Cold Spring	25	3,984	21,000
Falmouth	3,130	....	....
Orleans	309	188	....
Fall River	151	134	....
Holmes' Hole	351	915	700
New York	....	120	90,200
Boston	340	1,466	25,300
Total	81,941	182,223	1,540,600
" 1857	78,440	230,941	2,058,900

The aggregates for former years will be found page 345, vol. xxxviii., *Merchants' Magazine.*

LEATHER INSPECTION IN PHILADELPHIA.

The inspections of leather at Philadelphia, in 1858, were, as compared with former years, as follows :—

1850....sides	371,937	1853....sides	469,170	1856....sides	476,573
1851	431,731	1854.....	471,690	1857.....	421,053
1852.....	427,548	1855.....	496,520	1858.....	447,827

TRADE OF CHARLESTON.

The Charleston *Mercury* remarks:—The total value of the exports of last year is about twenty-five per cent greater than the value of the exports of the previous year, which makes a very gratifying exhibit of the substantial prosperity of the city. As a fit accompaniment to the table of exports, we give the dutiable value of goods imported into Charleston during the same period:—

Piece goods, cottons	$93,810	Molasses	$141,532
Manufactures of wood	140,025	Salt	49,072
Gunny cloth	27,498	Spirits	16,920
Manufactures of iron & steel	92,051	Coffee	45,579
Railroad iron	171,196		
Sugar	185,145	Total	$912,828

The imports will appear more clearly in the following comparative statement of the foreign commerce of the port of Charleston from the year 1850 to the year 1858, inclusive:—

Years.	No. of vessels.	Dutiable value of imports.	Duties.	Value of exports.
1850	256	$2,104,091	$525,744 03	$13,398,736
1851	307	2,320,337	628,240 38	11,977,288
1852	243	1,802,995	440,529 45	13,887,563
1853	272	1,706,636	422,859 10	12,697,961
1854	324	1,495,256	384,876 00	12,245,716
1855	296	1,873,701	506,244 00	14,494,853
1856	312	1,984,205	467,825 55	16,777,943
1857	284	2,113,947	527,330 33	15,790,782
1858	326	912,828	300,593 11	19,821,585
Total	2,620	$16,313,996	$4,204,240 95	$130,592,427
Average amount of exports for last eight years				16,324,053

MACKEREL INSPECTION IN MASSACHUSETTS.

The inspection of mackerel, in Massachusetts, as per returns of the Inspector General, has been as follows:—

	No. 1.	No. 2.	No. 3.	No. 4.
Boston	17,175½	7,512⅝	9,392½	1,467½
Chatham	310½	238½	454½	2
Cohasset	1,271⅜	479	1,375⅝	2½
Dennis	440	539	1,128½	5
Gloucester	39,948⅞	6,777⅛	9,502½	260⅝
Harwich	906⅝	842½	1,966½	2½
Hingham	939⅝	616⅞	1,441½	9⅝
Newburyport	5,169½	1,453⅜	2,431	35⅝
Provincetown	3,361⅞	853⅝	1,722½	47½
Rockport	2,645½	754⅞	730½	21½
Truro	514½	318½	650	137
Wellfleet	2,430⅜	1,443½	1,461	1
Yarmouth	204½	105⅝	78	..
Total	75,347½	21,929½	32,332⅝	1,992½

The comparative inspection for a number of years has been as follows:—

	1858.	1857.	1856.	1855.
No. 1.....bbls.	75,347½	91,917⅜	89,333⅜	29,187⅜
No. 2	21,929½	49,795¼	76,819½	91,125½
No. 3	32,332⅝	42,952½	47,981⅜	90,301⅝
No. 4	1,992½	724	178	1,338⅜
Total	131,602½	185,388⅜	214,312½	211,592⅝

PRICES IN HONG KONG.

There are, says the *Friend of China*, some articles on which, during the last few years, there has been such an extraordinary increase in price, that it is almost impossible to understand how the change has come about, or why it has been so long submitted to without public remonstrance. As an illustration of this we here furnish a table of market prices extending over a period of five years. This was made up to July last by a gentleman connected with the government service, and may be relied on :—

MARKET PRICES AT HONG KONG.

	1854.	1855.	1856.	1857.	1858.	31st July, 1858.
Beef.....per lb.	$0 07	$0 10	$0 07	$0 09	$0 10	$0 18
Bread, 1 pound.....	0 08	0 10	0 09	0 10	0 10	0 10
Bread, ½ pound.....	0 05	0 06	0 05	0 06	0 08	0 08
Butter, Bengal.....	0 30	0 30	0 33	0 32	0 40	0 50
Charcoal..... per 100 lbs.	1 00	1 20	0 70	1 00	1 20	1 25
Coffee.....per lb.	0 10	0 12	0 13	0 12	0 12	0 14
Eggs..... per dozen	0 08	0 12	0 08	0 12	0 12	0 60
Fish, fresh..... per lb.	0 07	0 10	0 07	0 10	0 12	0 16
Firewood.....per 100 lbs.	0 30	0 50	0 30	0 40	0 50	0 60
Flour.....per lb.	0 05	0 07	0 07	0 06	0 07	0 10
Fowls.....	0 10	0 12	0 10	0 12	0 14	0 33
Lard.....	0 08	0 10	0 07	0 10	0 10	0 12
Liver	0 08	0 10	0 08	0 10	0 12	0 20
Milk..... per bottle	0 20	0 20	0 20	0 20	0 20	0 20
Mutton .....per lb.	0 36	0 40	0 30	0 36	0 40	0 60
Lamp oil.....	0 05	0 07	0 06	0 07	0 07	0 20
Pork.....	0 08	0 10	0 09	0 12	0 12	0 14
Potatoes, Irish..... ...	0 02	0 03	0 03	0 04	0 03	0 07
Potatoes, sweet.....	0 01	0 02	0 02	0 02	0 02	0 08
Rice, table	0 02	0 04	0 03	0 03	0 03	0 05
Sago.....	0 07	0 08	0 08	0 10	0 10	0 12
Sugar, white.....	0 05	0 08	0 06	0 07	0 08	0 10
Sugar, candy..... ...	0 04	0 04	0 05	0 06	0 06	0 08
Tea, good.....	0 20	0 30	0 24	0 30	0 36	0 38
Yams..	0 10	0 12	0 12	0 12	0 14	0 20

The prices of fruits and vegetables it is impossible to state, as they vary much in the same day.

Here, it will be seen, beef in 1854 was sold for seven cents a pound—in July this year it was as high as eighteen cents—preposterous increase. As we write, the price is down to twelve cents ; but even this is nearly cent per cent on what it might be sold for ; and, as we said before, we seek in vain for a valid reason why this should be ; certainly it need not be if we reared our own cattle—it might hardly be if we imported cattle from the Philippines. And this is what the government might do. They might follow the Macao plan—grant monopolies to sell certain articles at fixed rates. A contractor so bound, to save his bonds, would find it to his interest to import from other places besides the mainland of China ; and, in such monopoly, we would have the best incitement to public enterprise.

But cheap beef is not the sole requisite—fowls, in July last selling at thirty-three cents a pound, might be reared to sell, at most, for seven cents—eggs, now at fourteen cents a dozen, might be given at eight—pork at thirteen might be done at eight—whilst yams and potatoes need never exceed say a dollar and a half a pecul for the former, and twice that sum for the latter.

THE FUR TRADE OF ST. PAUL.

The aggregate value of furs exported from St. Paul, Minnesota, this year is $161,022. In 1857 it was $182,491. In 1856 it was $96,750. The apparent decrease this year is not in quantity, but is occasioned by the decreased value of the furs. St. Paul is becoming a great depot and outlet for the fur trade. Prior to 1844, the entire fur product of the Red River valley, north and south of the British boundary, was collected by the agents of the Hudson's Bay Company, and sought the seaboard through Nelson's River and Hudson's Bay. In 1844 an effort was made from St. Paul to get the furs of the Red River valley. The first year only $1,400 worth came that way. In 1856, the value amounted to $75,000. From Pembina, in 1857, there were received at St. Paul, $120,000 worth of furs. This year, owing to a failure and scarcity in the "buffalo crop," the amount is considerably less from that source. The large overland traffic which has sprung up between St. Paul and the Red River, demands new facilities of communication. The immense annual caravan which comes from these settlements laden with the products of the chase, and returning with the proceeds of their barter, is an interesting characteristic of trade. In 1858 the aggregate arrivals of Red River carts, those ships of the wilderness, is stated at six hundred. In 1844 the whole product of that region which sought American channels was conveyed in six carts. The superiority of the outlet at St. Paul for the Red River region, over the multitudinous portages of Nelson's River, has been abundantly proved. Establish a railroad communication with the Red River valley, and the whole trade of the Hudson's Bay Company would seek the avenue of exportation through St. Paul. What the fur trade of that immense region would be worth may be estimated from the fact that the average value of the annual export of furs by the Hudson's Bay Company is about $1,800,000. At their last half-yearly sale, at London, in April of last year, it was $1,150,000. The annual export of the basin of the Winnepeg, directly tributary to St. Paul, is about $1,000,000.

IMPORT OF HIDES INTO THE PORT OF NEW YORK.

	No.	Bales.
Africa	57,863	....
Angustura	216,997	....
Buenos Ayres	284,503	....
" salted	4,500	....
" horse	11,469	....
British Provinces	1,196	....
Calcutta, &c.	9,606	1,485
Carthagena	55,216	....
Central America	71,425	....
Curacao	2,991	....
Chili	2,870	....
Europe	300,247	1,801
Laguayra & P. Cabello	61,065	....
Maracaibo	38,772	....
Maranham and Para	42,373	....
Mexico	30,100	9
Montevideo	70,918	....
" salted & horse	477	....
Rio Grande	88,510	....
" salted	4,216	....
" horse	687	....
Rio Janeiro	21,575	....
West Indies	35,082	33
Coastwise—		
California	144,937	1
To dealers, chiefly purchases made in the neighboring cities	180,049	340
New Orleans	37,877	15
Southern States	34,286	867
Texas	71,606	1
Total, 1858	1,881,413	4,552
" 1857	1,815,768	3,138
" 1856	1,767,767	1,500
" 1855	1,544,124	1,550
" 1854	1,724,400	1,459
" 1853	1,281,292	1,297
" 1852	1,458,236	1,400
" 1851	1,342,598	1,458
" 1850	1,435,119	636
" 1849	1,227,436	847

FLOUR AND GRAIN RECEIVED AT CHICAGO.

By the table which follows, it will be seen that the total imports of all kinds of grain and flour (reduced to wheat) foot up 23,882,685 bushels, or two millions more than in 1857, and only 846,139 bushels less than the receipts of 1856 :—

TOTAL RECEIPTS OF FLOUR AND GRAIN FOR FOUR YEARS.

	1855.	1856.	1857.	1858.
Wheat.....bush.	7,535,097	8,760,760	10,551,761	10,621,303
Corn.....	8,532,377	11,888,398	7,409,130	8,260,033
Oats.....	2,947,187	2,249,897	1,707,245	1,895,322
Rye.....	68,068	45,707	87,911	70,031
Barley.....	301,805	128,457	127,689	411,421
Total.....	17,284,648	23,050,219	19,886,536	21,258,110
Flour into wheat	1,203,310	1,624,605	1,969,670	2,620,575
Total.....	20,487,953	24,674,824	21,856,206	23,882,685

EXPORTS OF FLOUR TO SOUTH AMERICA.

We are indebted to a friend engaged in the trade, for the following interesting comparative statement :—

EXPORTS OF FLOUR FROM THE UNITED STATES TO THE FOLLOWING PORTS.

	1858.	1857.		1858.	1857.
Pernambuco....bbls.	151,730	107,102	River la Plata...bbls.	47,766	90,606
Bahia	22,886	28,295			
Rio Janeiro	350,251	269,553	Total.....	602,116	518,788
Rio Grande.....	29,483	22,932	Showing an increase of.....		83,328

The above was contributed from the following ports in the United States :—

Salem .....bbls.	5,350	Richmond .....bbls.	241,516
Boston.....	3,197	Charleston	4,308
New York.....	42,834	New Orleans.....	78,735
Philadelphia.....	56,308		
Baltimore	169,868	Total	602,116

EXPORTS OF PALM OIL FROM AFRICA.

The subjoined table demonstrates the capacities of Africa for an extraordinary development of its commercial resources :—

PALM OIL EXPORTED FROM THE COLONY OF SIERRA LEONE.

1850.....galls.	285,032	1853 .....galls.	181,438	1856 .....galls.	463,130
1851.....	212,577	1854.....	304,406		
1852.....	307,988	1855.....	364,414	Total.....	2,118,985

PALM NUT KERNELS EXPORTED FROM THE SAME COLONY.

1850.....bush.	4,096	1853 ....bush.	29,699	1856.....bush.	90,282
1851.....	2,925	1854.....	25,399½		
1852..... ...	46,727	1855.....	65,388	Total.....	264,516½

NAVAL STORES—RECEIPTS AT, AND EXPORTS FROM, NEW YORK.

	Receipts.				Exports.			
Years.	Turpentine.	Spirits turpentine.	Rosin.	Tar.	Turpentine.	Spirits turpentine.	Rosin.	Tar.
1858.bbls.	104,851	142,324	568,291	33,125	93,066	57,657	445,311	13,518
1857....	76,443	126,006	551,918	52,684	78,850	50,021	447,480	37,724
1856....	85,413	118,325	479,248	61,043	81,460	37,538	383,133	21,784

NAUTICAL INTELLIGENCE.

MARITIME DISASTERS AT KEY WEST IN 1858.

The following is a complete list of accidents to vessels in the district of Key West during the year 1858. It includes all those wrecked upon the Florida reefs and shoals, and upon the Cuban and Bahama sides that have been assisted by wreckers licensed here; all those arriving in distress, leaking, loss of spars, sails, and rigging; all that have been in collision, shifted cargo, or burned, and those confiscated for infringement of revenue laws. The list embraces upwards of 50 vessels. Their nationality is as follows:—American, 41; British, 7; French, 1; Spanish, 1; Bremen, 1; Prussian, 1. Three were steamers; 15 ships; 12 barks; 9 brigs; and 13 schooners; total number, 52. The number of total losses is 10; burned, 1; ashore and aided by the wreckers, 15; ashore and got afloat without taking assistance, 11; arrived leaking, 1; arrived dismasted and sails blown away, 7; injured by collision, 1; put in to restore cargo, 1; destitute of provisions and water, 1; condemned as slavers, 2; drifted across from the Cuban coast, 1; pumps out of order, 1. Seven of the number sailed from New York; 9 from New Orleans; 2 from Charleston; 4 from Boston; 7 from Havana; and 23 from other ports. Six accidents occurred at Tortugas; 5 on the Carysfort Reef; 4 on French Reef; 2 on Loo Key; 2 on the Washerwoman Shoal; 2 at Hillsboro' Inlet; 1 on Alligator Reef; and 13 on other shoals and reefs.

LIST OF VESSELS WRECKED ON THE FLORIDA REEFS AND SHOALS, THOSE ARRIVING IN DISTRESS AT THE PORT OF KEY WEST, WITH THEIR SALVAGE EXPENSES AND AUCTION SALES, DURING THE YEAR 1858.

January 12th. U. S. schooner Delaware, Johnson, from Tampa, bound to Key West; ashore near Tampa; consigned to James Filor; value of vessel and cargo, $6,000; expenses, $380; salvage, none.

January 19th. Schooner Greenland, Jefferson, from Attakapas for Baltimore; ashore on the Cuban coast; consigned to A. F. Tift; value of vessel and cargo, $51,000; expenses, $2,200; repaired and proceeded.

January 21st. Brig Gov. Brown, Axnorthy, from New York for Garden Key; ashore at Tortugas; no assistance taken; value, $15,000; expenses, $500.

January 21st. Ship Middlesex, Godfrey, from Boston for New Orleans; ran ashore on Ledbury Reef; assisted off by the wreckers, and proceeded without general repairs; consigned to James Filor; value, $15,000; salvage, $6,000; expenses, $6,998 03.

January 25th. Schooner H. L. Allen, Howard, from Havana for New York; arrived with loss of sails and light spars; repaired; consigned to Packer & Clark; value, $10,000; expenses, $75.

January 28th. British schooner Lizzie Sturgis, Brown, from Cienfuegos for Boston; totally lost on French Reef; materials saved; consigned to Oliver O'Hara; value, $25,000; salvage, $390; salvage and expenses, $510; auction sales, $860.

February 3d. Brig Austins, Ellems, from Havana for New York; was in collision with an unknown vessel; repaired damages; consigned to W. H. Wall & Co.; value, $84,000; expenses, $1,801.

February 4th. Ship Fanny Forrester, Slimmer, from New Orleans for New York; shifted her cargo; forwarded part by brig Burgham, and restowed part; consigned to P. J. Fontene; value, $174,000; expenses, $782.

February 8th. Ship Riversmith, Davis, from Liverpool for New Orleans; totally lost on Pacific Reef; materials saved; consigned to James Filor; value,

$44,000; expenses, $521 15; salvage, $1,249 42; auction sales, $3,019 95; expenses, $1,770 57.

February 12th. British ship Agamemnon, Darley, from New Orleans for Liverpool; totally lost on Grecian Shoal; materials and cargo saved, latter damaged in part; consigned to O. O'Hara; value, $99,000; expenses, $5,087 84; salvage, $10,872 64; auction sales, $10,807 62; total expenses; $15,960 58.

February 16th. Brig A. K. Duling, Damon, from New York for Key West; had bad weather, and lost sails and spars; repaired and proceeded; consigned to Packer & Clark; value, $25,000; expenses, $1,470 23.

February 17th. Schooner Sea Ranger, Smith, from New London for Cardenas; ashore on Tavanier Reefs; beat over, and took no assistance, and proceeded on; value, $10,000; expenses, $500.

March 4th. Bark R. H. Gamble, Powell, from New York for St. Marks; got ashore on East Key Tortugas; got afloat without assistance; value, $35,000; expenses, $300.

March 13th. Ship Richmond, Gookin, from New Orleans for Boston; struck on the Bahama Banks; lost fore-mast and sprung aleak; repaired and shipped cargo by another vessel; consigned to Packer & Clark; value, $112,000; expenses, $6,500.

March 16th. Bremen ship Admiral Saultzeman, Van Eyck, from Rotterdam for Havana; totally lost on Hillsboro' Bar; crew rescued by steamer Daniel Webster; materials saved by the Key West wreckers; value, $50,000; expenses, $250; salvage, $466 50; auction sales, $1,187 53.

March 17th. Schooner J. H. Ashmead, White, from Yucatan for Philadelphia; sprung aleak, and returned to discharge and repair; consigned to Packer & Clark; value, $10,000; expenses, $669 40.

March 18th. Ship Rockland, Brown, from Mobile for Boston; ashore at Baia Honder; hauled off by wreckers; consigned to A. F. Tift; value, $150,000; expenses, $9,664 39; salvage, $20,540; auction sales, $9,700; total expenses, $30,204 39.

March 21st. Bark Sierra Nevada, Foster, from Havana for Marseilles; went ashore on Croker's Reef; got off, and discharged and repaired; consigned to James Filor; value, $109,000; expenses, $11,489 90; salvage, $17,000; salvage and expenses, $28,489 90.

April 3d. Brig Monserrat, McDonald, from New Orleans for Bordeaux; went ashore on Marquisos; assisted off; reshipped cargo; consigned to Packer & Clark; value, $18,700; expenses, $2,310 19; salvage, $3,160; salvage and expenses, $5,470 19.

April 7th. Schooner Emeline Haight, Hatch, from Charleston for Mobile; ashore on the Washerwoman Shoal; got off unassisted; value, $8,000; expenses, $500.

April 7th. Schooner S. B. James, Clark, from New York for Mobile; ashore on North Key Shoal; got off unaided; value, $20,000; expenses, $300.

April 22d. Brig Larukah, Brown, from Savanilla for New York; short of provisions; put in for supplies; value, $10,000; expenses, $150.

May 8th. Ship Clarendon, Bartlett, from Sagua la Grande for New York; totally lost on Salt Key Bank; part of cargo saved; consigned to A. F. Tift; value, $90,000; expenses, $1,270 19; salvage, $1,591 14; auction sales, $4,919 78.

May 10th. Ship Sultan, Barry, from New Orleans for Liverpool; ashore on Carysfort Reef; assisted by wreckers, and saved; consigned to A. F. Tift; value, $200,000; expenses, $15,374 24; salvage, $18,000; auction sales, $165; salvage and expenses, $33,374 24.

May 12th. Brig Huntress, Brown, from Matanzas for coast of Africa; seized by Collector of Port and sold by United States Marshal; value, $10,000; auction sales, $8,366 55; expenses, $500.

May 25th. British brig Starr, Hopkins, from Cienfuegos for Philadelphia; ashore on Grecian Shoal; assisted by wreckers; paid them $2,000 and proceeded on.

June 3d. Schooner Ike Marvel, Eldridge, from New Orleans for Martinique;

loss of spars and sails; repaired; consigned to Packer & Clark; value, $31,000; expenses, $1,655 60.

June 6th. Steamship Isabel, Rollins, from Charleston for Key West; ran ashore on the Washerwoman Shoal; took assistance; consigned to A. F. Tift; value, $65,000; expenses at New York for repairs, $15,000; total expenses, $16,500.

July 7th. Bark Lyra, Dickey, from Havana for Africa for slaves; seized by the Collector; condemned and sold; value, $10,000; expenses, $500; auction sales, $8,366 55.

July 26th. Ship Ostanthe, Maxwell, from Boston, loading with cotton from ship Sultan; burned and scuttled; value, $115,000; expenses, $3,794; salvage, $10,409; auction sales, $28,147 14; salvage and expenses, $14,194.

August 4th. British bark Whalton, Shaw, from Havana for Falmouth; ran ashore on Carysfort Reef; taken off by wreckers; salvage agreed upon by captain and wreckers; consigned to O. O'Hara; value, $90,000; expenses, $580; salvage, $8,000; salvage and expenses, $8,580.

August 4th. Bark Benjamin Burgess, Snow, from Cienfuegos for Boston; ran ashore on Carysfort Reef, and was lightened by the wreckers; brought to Key West and repaired; value, $68,000; expenses, $668; salvage, $3,500; salvage and expenses, $4,168; consigned to Packer & Clark.

August 9th. Bark Isaac H. Davis, Fairchild, from Philadelphia for New Orleans; went ashore on Bird Key Shoal, and beat over the reef, getting clear without assistance; value, $40,000; expenses, $500.

August 18th. Prussian ship Langgarten, Albricht, from Trinidad bound to London; went ashore on Alligator Reef, and was lightened and hauled off by the wreckers; consigned to O. O'Hara; value, $60,000; expenses, $1,980 80; salvage, $11,000; salvage and expenses, $12,980 80.

September 4th. Spanish schooner San Miguel, Tovero, from Havana for Matanzas; master lost his reckoning, drifted across the stream, and took a pilot over to Havana; consigned to Wm. Pinkney; value, $5,000; expenses, $275.

September 11th. British bark Malcolm, Broekbank, from Rio de la Hacha for London; totally lost on French Reef; materials saved; consigned to O. O'Hara; value, $12,500; expenses, $634 12; salvage, $427 86; auction sales, $1,061 98.

September 12th. Bark Eglantine, Gleason, from New Orleans for Boston; ashore on French Reef; got off and repaired; consigned to Packer & Clark; value, $20,000; expenses, $4,255 51; salvage, $4,000; auction sales, $1,030 60; expenses and salvage, $8,255 51.

September 16th. Ship Pelican State, Moore, from Liverpool for New Orleans; ashore at Hillsboro' Inlet; saved by the Florida wreckers; repaired and proceeded; consigned to A. F. Tift; value, $22,500; expenses, $2,407; salvage, $5,400; salvage and expenses, $7,807 58.

September 22d. Schooner Brilliant, Simmons, from Cardenas for Baltimore; ashore on Carysfort Reef; got off unaided, but took a pilot down to Key West; repaired; consigned to Packer & Clark; value, $18,000; expenses, $4,124 90; salvage, $500.

September 24th. Schooner B. C. Scriben, Carlisle, from New Orleans for New York; lost sails and spars; put in to repair; consigned to A. F. Tift; value, $10,000; expenses, $105.

September 24th. Steamer Laura Francis, Gordon, Key West for Nicaragua; ashore on Cape San Antonio; returned to this port to repair; consigned to A. F. Tift; value, $25,000; expenses, $505 21.

October 8th. Steamer Catharine Maria, Paine, from New York for Nicaragua; arrived with machinery out of order; repaired; consigned to A. F. Tift; value, $20,000; expenses, $614.

October 16th. Brig Northman, Land, from Boston for Mobile; ashore on Loo Key; assisted off and needed no repairs; consigned to W. H. Wall & Co.; value, $16,000; expenses, $150.

October 26th. British bark Sir James Ross, Brough, from Havana for Fal-

mouth; ashore on French Reef; assisted off and repaired; consigned to Oliver O'Hara; value, $41,000; expenses, $5,796 92; salvage, $6,000; auction sales, $520 68; salvage and expenses, $11,796 92.

November 4th. French bark, Caraguena, Degrits, from Minititlan for Havre; totally lost on Western Sandbore; consigned to W. H. Wall & Co.; value, $12,000; expenses, $78 20; salvage, $1,727 17; auction sales, $4,227 25; salvage and expenses, $2,503 98.

November 5th. Ship Mayflower, Hoyt, from New Orleans for Trieste; ashore on Carysfort Reef; took no assistance; value, $181,000; expense of repairs estimated at $2.

November 7th. Ship Andover, Berry, from New Orleans for New York; leaking in upper works; consigned to A. F. Tift; value, $78,000; expenses, $298 78; repaired and proceeded.

November 7th. Bark Cienfuegos, Waite, from Cienfuegos for New York; pumps out of order; consigned to Brown & Curry; repaired; value, $35,000; expenses, $290 04.

November 15th. Ship Ann Washburn, Merryman, from Boston for New Orleans; ashore on Loo Key; assisted off and received little damage; value, $100,000; expenses, $424; salvage, $5,000.

November 30th. British bark Ann Harley, Holmes, from Pensacola for Hull; lost on North Key Shoals; consigned to O. O'Hara; value, $40,000; expenses, $150; salvage, $349 94; auction sales, $1,016 28; salvage and expenses, $499 94.

December 19th. Brig Martha Gilchrist, Rawley, from Pensacola for Fort Jefferson; lost on East Key Shoal; consigned to R. L. Hick; value, $19,000; expenses, $136; salvage, $225 75; auction sales, $587 51; salvage and expenses, $361 75.

December 25th. Schooner Thomas Potter, Mott, from New York for Key West; loss of sails, &c.; repaired; consigned to Packer & Clark; value, $16,000; expenses, $320; sales, $60.

Total value of vessels and cargoes, $2,692,000; expenses, $109,778 64; salvages, $141,575 42; auction sales, $81,332 87; total salvages and expenses, $247,857 13.

LIGHTS AND FOG SIGNALS,

TO BE CARRIED AND USED BY SEA-GOING VESSELS OF THE RUSSIAN EMPIRE, TO PREVENT COLLISION.

The following official notice respecting lights and fog signals to be carried and used by sea-going vessels of Russia, to prevent collision, has been received from the Consulate-General of Russia to the United States, and is republished for the information of mariners. The regulations are nearly identical with those already adopted and published by the English, French, and Dutch Governments. By order of the Lighthouse Board,

WM. B. FRANKLIN, Secretary.

WASHINGTON, October 30, 1858.

(TRANSLATION.)

Regulation concerning the employment of lights and fog signals on board of vessels of war, mail ships, the vessels of the St. Petersburg Yacht Club, and merchant vessels, to avoid collisions :—

I. STEAM VESSELS—UNDERWAY UNDER STEAM—LIGHTS.

All sea steamers when under steam, carry from sunset to sunrise the following named lights :—At the foremast head a white light; at the starboard side a green light; at the port side a red light.

1. The light at the foremast head must be of sufficient intensity to be visible in a clear night a distance of at least five miles, and the lantern must be so arranged as to throw an uniform uninterrupted light over an arc of the horizon of twenty points, so as to show light for ten points on each side of the vessel; that is, from the bow of the ship around to two points abaft the beam on each side.

2. The green starboard light should be visible in a clear night at a distance of at least two miles, and should throw an uniform and uninterrupted light over an arc of the horizon of ten points, and the lantern is so arranged that it shows light from the bow of the ship around to two points abaft the starboard beam.

3. The red port light must be so arranged as to show a light at an equal distance on the port side.

4. The side lights are provided with screens inboard, at least three feet in length, in order that their light shall only be visible in the desired direction, and that the light of one side shall not be perceived from the other side.

FOG SIGNALS.

All steamers, whether side-wheel or screw, when fired up, and ready to get under way, or when under steam, must in fog, sound a steam whistle as a signal. The whistle must be placed forward of the chimney at least eight feet above the deck, and the sound must be repeated at least once every five minutes.

UNDER WAY UNDER SAIL ONLY.

Steamers under way under sail only, will use the same lights and fog signals as those indicated below for sail vessels.

II. SAIL VESSELS—LIGHTS.

1. All sail vessels at sea under way with sails, or being towed, carry from sunset to sunrise, a green light on the starboard side, and a red light on the port side of the vessel. These lights should be visible in clear weather a distance of at least two miles, and should throw an uniform and uninterrupted light over an arc of the horizon of ten points, from the bow of the vessel around to two points abaft the beam on that side on which the light is placed.

2. The colored lights are placed in a fixed position; they are provided with inboard screens extending at least three feet forward of the light, in order that the green light may not be seen from a vessel off the port bow, nor the red light from one off the starboard bow.

3. When the colored lights cannot be placed in a fixed position (as for instance on board of small vessels in bad weather) they must be kept constantly lighted in the lanterns, from sunset to sunrise, and placed on deck near the side to which they correspond in color, so that they can instantly be shown in all weathers upon the approach of a vessel, so as to be seen in the most distinct manner, and in time to shun a collision, taking care that the green light does not show on the port side, or the red light on the starboard side.

FOG SIGNALS.

All sail vessels at sea, when under way, shall sound in foggy weather, on the starboard tack, a fog horn, and when on the port tack shall ring a bell. These signals shall be made at least every five minutes. When the vessel is before the wind, the horn and bell must be sounded at the same time, repeating the signal at least every five minutes.

III. VESSELS AT ANCHOR—LIGHTS.

All sea-going vessels at anchor in roadsteads or fairways, must show where it can best be seen, but not more than 20 feet above the deck, a lens lantern 8 inches in diameter with a white light, so arranged as to throw a brilliant, uniform, and uninterrupted light around the whole horizon, visible at a distance of at least one mile.

FOG SIGNALS.

All sea-going vessels at anchor in roadsteads or fairways, particularly when in the entrances of the latter, must, in foggy weather, toll a bell, and must at the same time sound a fog horn, repeating the signals at least every ten minutes.

IV. PILOT BOATS.

Pilot boats under sail carry merely a white light at the mast-head, but every ten minutes, they must show another light of the same brilliancy.

Remarks—The following serve to explain the use of the lights carried by vessels at sea, and the manner in which they indicate to the vessel which sees them the situation and direction of the vessel in sight :—

1st. When both red and green lights are seen :—A sees a red and green light ahead ; A knows that a vessel is approaching her on a course directly opposite to her own. If A sees a white mast-head light above the other two, she knows that B is a steam vessel.

2d. When the red, and not the green light, is seen :—A sees a red light ahead or on the bow ; A knows that either a vessel is approaching her on her port bow, or a vessel is crossing in some direction to port. If A sees a white mast-head light above the red light, A knows that the vessel is a steam vessel, and is either approaching her in the same direction, or is crossing to port in some direction.

3d. When the green, and not the red light, is seen :—A sees a green light ahead or on the bow ; A knows that either a vessel is approaching her on her starboard bow, or a vessel is crossing in some direction to starboard. If A sees a white mast-head light above the red light, A knows that the vessel is a steam vessel, and is either approaching her in the same direction, or is crossing to starboard in some direction.

COMMERCIAL REGULATIONS.

THE ENGLISH TREATY WITH CHINA.

The following summary of the treaty between her Majesty Victoria, and the Emperor of China, signed at Tien-sin, June 26th, has been forwarded from the Foreign Office, London :—

ARTICLE 1. Confirms the treaty of Nankin of 1842, and abrogates the supplementary treaty and general regulations of trade.

ART. 2. Provides for the appointment of ambassadors, ministers, or other diplomatic agents on the part of either country at the Courts of Pekin and St. James.

ART. 3. Contains provisions for the permanent establishment of a British minister, his family and suite, at Pekin, and the form to be observed in his communications with the Imperial government.

ART. 4. Makes arrangements for the traveling and the transmission of the correspondence of the minister, and the employment by him of special couriers.

ART. 5. The Emperor of China consents to nominate one of the Secretaries of State, or some high officer, to transact business with the British minister, either personal or in writing, on a footing of perfect equality.

ART. 6. The same privileges are to be granted to the Chinese minister in London.

ART. 7. Consuls may be appointed in China, and may reside in any of the open ports, and their official rank and position as regards the Chinese local authorities is determined.

ART. 8. The Christian religion as professed by Protestants or Roman Catholics to be tolerated, and its professors protected.

ART. 9. British subjects to travel for pleasure or trade into all parts of the interior, with passports from their consuls, countersigned by the local authorities. The regulations as regards these passports are determined. The provisions of the article not to be applied to ships' crews, for the due restraint of whom regulations are to be drawn up by the consul and the local authorities. No pass to be given to Nankin, or cities in the hands of the rebels.

ART. 10. British merchant ships are to be allowed to trade up the great river, (Yang-tse,) but in the present disturbed state of the upper and lower valley no port is to be opened for trade with the exception of Chin Kiang, which is to be opened in a year from the signature of the treaty. When peace is restored British vessels are to be admitted to trade at such ports as far as Hankow, not

exceeding three in number, as the British minister, after consulting with the Chinese Secretary of State, shall determine.

ART. 11. In addition to the present ports, New Chwang, Tang Chow, Tai Wan, (Formosa,) Chow Chow, (Swatow,) and Kiung-Chow, (Hainan,) are to be opened, and the right of residence and holding landed property is conceded.

ART. 12. British subjects are to make agreements for landed property at the rates prevailing among the people.

ART. 13. No restrictions to be placed on the employment by British subjects of Chinese subjects in any lawful capacity.

ART. 14. The hire of boats for transport of goods or passengers to be settled between the parties themselves, without the interference of the Chinese government. The number of the boats not to be limited, and no monopoly allowed. If any smuggling takes place, the offender to be punished according to law.

ART. 15. All questions in regard to rights of property or person between British subjects to be subject to the jurisdiction of the British authorities.

ART. 16. Chinese subjects guilty of any criminal act towards British subjects to be arrested and punished by the Chinese authorities according to the law of China; British subjects committing any crime in China to be tried and punished by the consul or other public functionary according to the laws of Great Britain.

ART. 17. Determines the mode of procedure in the matter of complaints on the side either of British or Chinese subjects.

ART. 18. Provides for the protection of the persons and property of British subjects.

ART. 19. If any British merchant vessel in Chinese waters is plundered by robbers or pirates, the Chinese authorities are to use every endeavor to capture and punish the offenders, and to recover the stolen property.

ART. 20. Wrecked or stranded vessels, or vessels under stress of weather, are to be afforded relief and security in any Chinese port, and the crews are to be furnished by the Chinese, if necessary, with the means of conveyance to the nearest consular station.

ART. 21. Chinese criminals taking refuge in Hong Kong, or on board of British ships, shall, upon the requisition of the Chinese authorities, be given up; the same also if taking refuge in the houses, or on board the vessels, of British subjects at the open ports.

ART. 22. The Chinese authorities to do their utmost to arrest Chinese subjects failing to discharge their debts to British subjects, or fraudulently absconding, and to enforce recovery of the debts. The British authorities to do likewise as regards British subjects indebted to Chinese.

ART. 23. Debts incurred by Chinese at Hong Kong must be recovered in the courts of justice on the spot. If the debtor should abscond, and should possess real or personal property in the Chinese territory, the Chinese authority, in concert with the British consul, are to see justice done between the parties.

ART. 24. British subjects shall pay on all merchandise imported or exported the duties prescribed by the tariff, but in no case shall they pay other or higher duties than the subjects of other foreign nations pay.

ART. 25. Import duties to be considered payable on the landing of the goods, and duties of export on the shipment of the same.

ART. 26. The tariff fixed by article 10 of the treaty of Nankin to be revised by a commission of British and Chinese officers, to meet at Shanghae, so that the revised tariff may come into operation immediately after the ratification of the treaty.

ART. 27. Either contracting party may demand a further revision of the tariff and of the commercial articles of the treaty at the end of ten years; but six months' notice must be given, or the tariff is to remain in force for ten years more, and so at the end of each successive ten years.

ART. 28. It is agreed that within four months of the signature of the treaty the Chinese collector of duties at ports already opened, and hereafter to be opened, to British trade, shall be obliged, on application of the consul, to declare the amount of duties leviable on produce between the place of production and port

of shipment, and upon imports between the consular port in question and the inland markets named by the consul, and a notification thereof shall be published in English and Chinese. British subjects may, however, clear their goods of all transit duties by payment of a single charge; the amount of the charge to be calculated as near as possible at the rate of two-and-a-half per cent *ad valorem* duty, and it is to be fixed for each article at the conference to be held at Shanghae.

The payment of transit dues by commutation is in no way to affect the tariff duties on imports or exports, which will continue to be levied separately and in full.

ART. 29. Regulates the amount of tonnage dues. British merchant vessels of more than 150 tons burden to pay at the rate of four mace per ton; if of 150 tons and under, at the rate of one mace per ton.

Vessels engaged in the coasting trade, or clearing for Hong Kong from any of the open ports, shall be entitled to a special certificate exempting them from all further payment of tonnage dues in any open port of China for a period of four months from the date of her port clearance.

ART. 30. The master of any British merchant vessel may, within forty-eight hours after arrival, but not later, depart without breaking bulk; in which case he will not be subject to pay tonnage dues. No other fees or charges upon entry or departure shall be levied.

ART. 31. No tonnage dues to be paid on passenger boats, or boats conveying baggage, letters, articles of provision, or other articles not subject to duty. All cargo boats, however, conveying merchandise subject to duty shall pay tonnage dues once in six months, at the rate of four mace per register ton.

ART. 32. The consuls and Superintendents of Customs to consult together respecting the erection of buoys and lightships as occasion may demand.

ART 33. Duties to be paid to the authorized Chinese bankers, either in Sycee or in foreign money, according to the assay made at Canton, July 13th, 1843.

ART. 34. Sets of standard weights and measures to be delivered by the Superintendent of Customs to the consul at each port, to secure uniformity.

ART. 35. British merchant vessels to be at liberty to engage pilots to take them into any of the open ports, and to convey them out after they have discharged all legal dues and duties.

ART. 36. The Superintendent of Customs shall depute one or more customs officers to guard a British merchant ship on arriving off one of the open ports. They shall stay either in a boat of their own or on ship board; their food and expenses shall be supplied from the Custom-house, and they shall be entitled to no fees from the master or consignee.

ART. 37. Ships' papers, bills of lading, etc., to be lodged in the hands of the consul twenty-four hours after arrival, and full particulars of the vessel to be reported to the Superintendent of Customs within a further period of twenty-four hours; omission to comply with this rule within forty-eight hours, punishable by a fine of fifty taels for each day's delay; the total amount of penalty not to exceed two hundred taels. The master responsible for the correctness of the manifest; a false manifest subjects the master to a fine of five hundred taels; but he will be allowed to correct any mistake within twenty-four hours without incurring a penalty.

ART. 38. If the master shall begin to discharge any goods without the permit from the Superintendent of Customs he shall be fined 500 taels, and the goods discharged shall be confiscated wholly.

ART. 39. British merchants must apply to the Superintendent of Customs for a special permit to land and ship cargo. Cargo landed or shipped without such permit will be liable to confiscation.

ART. 40. No transhipment from one vessel to another can be made without special permission, under pain of confiscation of the goods transhipped.

ART. 41. The Superintendent of Customs shall give a port clearance when all dues and duties have been paid, and the consul shall then return the ship's papers.

ART. 42. If the British merchant cannot agree with the Chinese officer in

fixing a value on goods subject to an *ad valorem* duty, each party shall call in two or three merchants, and the highest price at which any of the merchants would purchase them shall be assumed to be the value of the goods.

ART. 43. Provides that duties shall be charged upon the net weight of each article, making a deduction for the tare weight of congee, etc., and regulates the manner in which the tare on any article, such as tea, shall be fixed. The British merchant may appeal to his consul within twenty-four hours.

ART. 44. Upon all damaged goods a fair reduction of duty shall be allowed, proportionate to their deterioration. If any disputes arise, they shall be settled in the manner pointed out in the clause of this treaty having reference to articles which pay duty *ad valorem*.

ART. 45. British merchants who have imported merchandise into an open port and paid duty, may re-import their goods under certain regulations without payment of any additional duty.

British merchants desiring to re-export duty-paid imports to a foreign country, to be entitled, under similar regulations, to a drawback certificate, which is to be a valid tender in payment of customs duties.

Foreign grain brought into a Chinese port in a British ship, if no part has been landed, may be re-exported without hinderance.

ART. 46. The Chinese authorities at the ports, to adopt the means they may judge most proper to prevent the revenue suffering from fraud or smuggling.

ART. 47. British merchant vessels not to resort to other than the ports declared open; not unlawfully to enter ports, or to carry on clandestine trade along the coasts. Vessels violating this provision to be, with their cargoes, subject to confiscation by the Chinese government.

ART. 48. If a British merchant vessel be concerned in smuggling, the goods to be subject to confiscation by the Chinese authorities, and the ship may be prohibited from trading further, and sent away as soon as her accounts shall have been adjusted.

ART. 49. All penalties or confiscations under the treaty to belong and be appropriated to the public service of the Chinese government.

ART. 50. All official communications addressed by British diplomatic or consular agents to the Chinese authorities are henceforth to be written in English. For the present, they will be accompanied by a Chinese version, but it is understood that in case of there being any difference of meaning between the English and Chinese text, the English government will hold the sense expressed in the English text to be the correct sense. This provision is to apply to the present treaty, the Chinese text of which has been carefully corrected by the English original.

ART. 51. The character "I" ("barbarian") not to be applied to the British government, or to British subjects, in any Chinese official document issued by the Chinese authorities.

ART. 52. British ships-of-war, coming for no hostile purpose, or being engaged in the pursuit of pirates, to be at liberty to visit all the Chinese ports, and to receive every facility for procuring necessaries, or, if required, for making repairs. The commanders of such ships to hold intercourse with the Chinese authorities on terms of equality and courtesy.

ART. 53. The contracting parties agree to concert measures for the suppression of piracy.

ART. 54. Confirms all advantages secured to the British government by previous treaties, and stipulates that the British government shall participate in any advantages which may be granted by the Emperor of China to any other nation.

ART. 55. The conditions affecting indemnity for expenses incurred, and loss sustained, in the matter of the Canton question, to be included in a separate article, which shall be in every respect of equal validity with other articles of the treaty.

ART. 56. Ratifications to be enchanged within a year after the day of signature.

A separate article provides that a sum of 2,000,000 taels, on account of the

losses sustained by British subjects through the misconduct of Chinese authorities at Canton, and a further sum of 2,000,000 taels on account of the expenses of the war, shall be paid to the British representative in China by the authorities of the Kwang-Tung province.

The arrangements for effecting these payments to be determined by the British representative in concert with the Chinese authorities at Kwang-Tung.

The British forces are not to be withdrawn from Canton until the above amounts are discharged in full.

STEREOSCOPIC VIEWS.

TREASURY DEPARTMENT, December 16, 1858.

SIR :—I have examined your report of the 3d instant on the appeal of Messrs. Masury & Whiton from your decision, assessing a duty of 15 per cent on certain articles imported by them and described as "stereoscopic views, slides or prints," and which you regard as unenumerated and liable to that rate under the 1st section of the tariff act of 1857. The appellants claim to enter these articles at a duty of 8 per cent as "engravings" specified in schedule G of that tariff. The articles in question, it is understood, are photographic views, usually colored, and they cannot, in the opinion of this Department, be regarded as "engravings," being produced by an entirely different process, nor are they known under that name in the language of trade or the arts. They are not specially named nor embraced under any general designation, in any schedule of the tariff act of 1857. They must, therefore, be held to be unenumerated, and as such subject to a duty of 15 per cent under the 1st section of that act. Such was the decision of this Department in regard to "photographic views" under the tariff of 1846, and there is nothing in the tariff act of 1857 that changes their classification. Your decision is hereby affirmed. I am, very respectfully,

HOWELL COBB, Secretary of the Treasury.

AUGUSTUS SCHELL, Esq., Collector, &c., New York.

GLYCERINE.

TREASURY DEPARTMENT, December 21, 1858.

SIR :—The Department has had under consideration your report on the appeal of Messrs. Rosengarten & Sons from your decision assessing a duty of 24 per cent on an article well known in commerce as "glycerine," under the classification in schedule C of the tariff act of 1857, of "medicinal preparations not otherwise provided for," the appellants claiming to enter it as an unenumerated article at a duty of 15 per cent under the 1st section of that act. The article in question is understood to be the sweet principle of oil, liberated in the process of soap manufacture, and purified by distillation or other chemical process. It is applied, to some extent, in the preparation of cosmetics and soaps, the manufacture of paper, for lubricating delicate machinery, and in photography. But it is principally used and known as a remedial or medicinal agent, and not being provided for in any other schedule of the tariff, was properly referred by you on the entry to the classification of "medicinal preparations not otherwise provided for" in schedule C of the tariff of 1857, and subjected to duty at the rate of 24 per cent. Your decision is hereby affirmed. I am, very respectfully,

HOWELL COBB, Secretary of the Treasury.

J. B. BAKER, Esq., Collector, &c., Philadelphia, Pa.

MANUFACTURES OF CUT GLASS AND MAHOGANY—STEREOSCOPES.

TREASURY DEPARTMENT, January 17, 1859.

SIR :—I have received your report under date of the 31st ultimo, on the appeal of Messrs. Masury & Whiton from your assement of duty at the rate of 30 per cent, under the tariff act of 1857, on an importation of certain instruments known as "stereoscopes." It is understood that the cases are formed of mahogany, and the optical lens of "cut glass." The article is not specially mentioned by

its name in any schedule of the tariff; but "cut glass" and "manufactures of mahogany," being both specially provided for in schedule B, and the "stereoscopes" in this case being composed of a manufacture of mahogany and cut glass combined, the duty of 30 per cent was, in the opinion of this Department, properly exacted under schedule B. Being thus "provided for" under schedule B, they would not fall, as the appellants would seem to contend, under the classifications in schedule C. of "manufactures of wood" or "glass," or of which "wood" or "glass" shall be component materials, not otherwise provided for. Your decision, therefore, is hereby affirmed. I am, very respectfully,

HOWELL COBB, Secretary of the Treasury.

AUGUSTUS SCHELL, Esq., Collector, &c., New York.

POSTAL DEPARTMENT.

OCEAN MAILS.

An examination into the reports of the Postmaster-General for the last four years, shows that the total amount of postages on European correspondence, for the last fiscal year, exceeds by more than $200,000 that of any previous year:—

In 1855 the total postages were			.....	$1,142,960
1856	"	"	.....	1,104,076
1857	"	"	....	1,022,361
1858	"	"	.....	1,320,446

These reports also show that the Collins line, when in full operation, carried larger mails by one-fourth than the Cunard or any other line:—

1855, postages by	Collins, 26 trips, $504,693	—being	per	trip.....		$19,411
" "	Cunard, 26 trips, 411,288	"	"	.....		15,818
1856 "	Collins, 24½ trips, 461,575	"	"	.....		18,889
" "	Cunard, 26 trips, 403,413	"	"	.....		15,515

These figures prove that regularity in days of sailing, and speed in transit, will command the largest mails. In 1855 the Eastern voyages of the Collins line averaged one day and four hours less than those of the Cunard line, and the Western voyages one day and seven hours less; and it appears from the above figures that postages by the Collins line during that year averaged one-fifth more than the Cunard line per trip. In 1856 the Eastern voyages of the Collins line averaged twelve hours, and the Western voyages nineteen hours, less than the Cunard, and the postages by the Collins line averaged one-seventh more than by the Cunard line. In 1857, the Collins line performed but twenty trips, according to the original contract, and some of them were performed by the Ericsson; and in consequence, the Eastern voyages of the Collins line were twenty-three hours, and the Western voyages eighteen hours, longer than the Cunard, and the postages by the Collins line for the twenty trips were $210,463, being $10,523 per trip, and the Cunard line making fifty-two trips, sailing regularly every week, carried postages amounting to $576,194, being per trip $11.080—only $557 per trip more than the Collins line. But in 1858, in consequence of the stoppage of the Collins line by the action of the administration, the Cunard line carried $880,393 postages in fifty-two trips—being, as above stated, two-thirds of all the European postages.

COMPARATIVE POSTAL REVENUE.

The following shows the relative population and correspondence in several countries :—

	Population.	Postal revenue.	Postal expenses.	No. of letters.	Letters per 1,000 persons.
Switzerland.	2,292,740	$447,752	$341,028	19,773,671	8,299
Holland.....	3,056,591	288,162	156,785	13,349,553	4,387
Belgium....	4,426,202	355,648	327,128	11,521,955	2,603
Spain.....	13,296,218	1,281,761	1,095,398	10,775,686	2,209
France.....	35,783,170	9,321,900	6,023,915	150,000,000	4,192
U. States ..	23,191,876	5,940,724	7,982,757	102,139,148	4,404
Gr'at Britain	27,833,501	12,872,039	7,003,399	410,817,489	14,760

We are so apt to pride ourselves on the diffusion of popular education in America, and to contrast our own intelligence with "millions unable to read or write" in Europe, that it will surprise many to find that a far less number of letters are written in the United States than in Great Britain, and only about as many, in proportion to the number of inhabitants, as are written in slow, phlegmatic Holland, and in closely-watched, despotic France. Spain and Belgium we beat, of course, for popular education is neglected in them ; but free and busy Switzerland beats us out of sight in the matter of correspondence.

The table shows indisputably that low rates of postage are self-sustaining ; and that high rates are not more so. To show this more clearly ; the introduction of "penny postage" in great Britain was in 1840. The following is the official record :—

Years.	Expenses of distribution.	Number of letters.	Expenses of each M. letters.	Net revenue.
1834.....	$2,523,332	82,470,596	$30	$6,500,000
1858.....	3,233,195	443,649,301	7	6,600,000

The ocean steam lines as at present arranged cost, annually, after deducting the postages received on them, $376,586. The overland routes, when the Salt Lake route is placed on its proper schedule of time, will cost about $1,500,000, making together the sum of $1,876,589.

DEAD MONEY LETTERS.

We find the following in the Washington correspondence of the Philadelphia *Press* :—

The following is an exhibit of the recovery of moneys in the dead letters received at the general Post-office during the year just closed :—

	Letters.	Moneys.
Quarter ending March 31.....	2,472	$13,457 15
" June 30th.....	4,549	21,498 85
" September 30	2,729	12,921 82
" December 31.....	2,745	12,035 30
Total		$59,918 12

In consequence of the efficient action of this office, nine-tenths of the amount have been restored to the owners.

JOURNAL OF INSURANCE.

AMERICAN LIFE UNDERWRITERS' CONVENTION.

TO BE HELD MAY, 1859.

The following circular has been issued for the purposes expressed in its tenor :—

79 PINE-STREET, NEW YORK, January 15th, 1859.

DEAR SIR :—A few words in way of explanation may be necessary in reference to the origin of the American Life Underwriters' Convention, which is proposed to be held in May, 1859. Some six months ago I availed myself of the opportunity of making known to several of the leading life underwriters, an idea that I had long and seriously entertained, respecting the propriety and advantages that would be derived to the business, by holding at the earliest convenience a general convention. The suggestion was at once taken hold of with a promptitude and enthusiasm which I had scarcely anticipated, alike honorable to the gentlemen, as propitious for the object they were desirous to advance.

At this point of the proceedings the question naturally arose, who was the person or what was the name of the company that would assume the responsibility of taking the initiatory step, by announcing the proposal and issuing invitations to others to co-operate in the movement? The parties referred to, fully appreciated the delicacy as well as the danger of taking this position, fearing that if any one of them were to lead on the van, that it might be the signal for other parties to keep back, and thereby prove a hinderance, instead of forwarding the cause they were seeking to promote.

After this question was fairly and fully canvassed, it was suggested that I was the proper person to lead the way, circumstanced so favorably from the independent position I occupied, having no official or personal connection with any one company more than another, and my duty and business being to promote the interest and prosperity of all. Besides, as it was further reasoned, possessing greater facilities for prosecuting the movement to a successful issue, as the publisher of an insurance journal in which they all had the utmost confidence. The spirit in which this proposal was made, and the motives by which it was urged, left me no other alternative, than either to abandon the enterprise or step into the breach. Accordingly, in the month of September last, the first public notice appeared.

Since that period, I have entered upon the performance of my duty with a clear appreciation of its responsibilities, and, I trust, with an earnest determination that nothing should be lacking on my part to advance the progress of the enterprise. I have devoted considerable time, trouble, and expense, in visiting the principal cities of the Union and the British North American Provinces, endeavoring to explain, to the best of my ability, the nature, character, and advantages of the proposed convention; and I am happy to state that I have not labored in vain. Wherever I have journeyed, and by all with whom I have consulted, the proposal was met with the heartiest approval, and pledges were not wanting to give it the warmest support. The list of offices hereto appended will show with what amount of success my mission has been attended.

The following are some of the principal subjects which will be submitted to the convention for its deliberation and action :—

1st. The adoption of a Constitution for the Association.

2d. The adoption of Rules and Regulations for its government.

3d. The Election of Office Bearers and Standing Committees.

4th. Devising and adopting a method of securing correct and uniform Statistics, deduced from the experience of the various Companies.

5th. A Review of the present United States Laws, and Canadian Statutes, regulating the practice of Life Insurance, with a view to their equity, reciprocity, and harmony of operation.

6th. The consideration and adoption of means for detecting and preventing Frauds upon Insurance Corporations.

7th. Traveling privileges considered, and geographical boundaries explained and defined.

8th. The experience of Offices with regard to the present rates of Premiums on Term Policies—ought they to be advanced or the practice discontinued?

9th. The subject of Dividends or Bonuses—what the amount—on what calculation based, and how frequently they should be declared.

10th. Directions and hints how Life Insurance Agencies may be rendered more than ever efficient and prosperous.

The above list may be either increased or diminished, amended or corrected, by the members of the Convention, prior to the day of meeting. You are respectfully solicited, in the meantime, to send on to the undersigned any hint or suggestion that you may deem of importance, or is calculated to promote the interests and business of the Convention.

GILBERT E. CURRIE, Secretary pro tem.

There are over twenty-seven companies already pledged to the Convention.

INSURANCE DIVIDENDS FOR PAST SEVEN YEARS.

We are indebted to the secretary of one of our insurance companies for the annexed statement of dividends declared by the companies in this city, from the year 1852 to 1858, inclusive. There may be some practical difference in two or three companies, who divide by dollars per share, but otherwise we believe it correct. Could we, however, have a statement including the last twenty or thirty years, we would find a different state of things—capital, surplus, and everything almost, swept away by the disastrous fires of 1835 and 1845; but we think this statement will be interesting to our readers:—

Organized.	Name of company.	Dividends each year. 1852.	1853.	1854.	1855.	1856.	1857.	1858.	Total.
1787	Knickerbocker	17	20	20	20	20	20	16	133
1806	Eagle	18	20	15	20	20	20	20	133
1821	Manhattan	14	20	20	18	24	20	30	146
1822	North River	20	18	15	15	20	20	18	126
1823	Equitable	20	25	24	30	40	25	27	191
1823	North American	15	18	18	18	15	13	16	113
1824	Ætna	9	14	16	16	16	11	12	94
1824	Brooklyn	18	7	6	12	20	20	20	103
1824	Jefferson	20	20	23	25	30	20	23	161
1824	United States	20	18	16	16	20	20	14	124
1825	Fireman's	22	25	25	32	38	20	20	182
1825	Howard	22	27	20	25	30	32	30	186
1832	N. Y. Fire & Marine	20	30	20	20	25	20	25	160
1833	City	23	33	26	40	38	24	29	213
1833	Long Island	20	20	20	20	20	20	25	145
1833	New York Bowery	20	20	20	20	25	20	20	145
1834	Greenwich	18	20	15	15	17	18	14	117
1835	East River	5	10	..	10	10	10	12	57
1837	Citizens'	16	20	20	20	22	20	10	*128
1838	National	20	24	25	30	30	12	24	165
1849	Broadway	13	16	5	9	10	12	12	77
1850	Clinton	12	14	7	12	20	13	18	96
1850	Commercial	16	20	4	18	17	13	8	*96
1850	Empire City	10	16	6	12	14	14	14	86
1850	Grocers'	14	16	8	16	16	16	12	98
1850	Merchants'	14	10	6	14	16	16	25	101
1850	Niagara	11	18	18	20	20	20	20	127
1850	Washington	5	15	6	14	20	20	30	110

* These two companies, having changed their dividend months from December to January, carry forward their six months' dividends of 1858 to 1859.

Organized.	Name of company.	Dividends each year. 1852.	1853.	1854.	1855.	1856.	1857.	1858.	Total.
1851	Astor	9	16	5	5	10	16	15	76
1851	Atlantic	12	18	5	12	16	20	20	103
1851	Pacific	10	16	5	18	20	10	19	98
1851	People's	6	6	..	5	10	12	12	51
1851	Stuyvesant	10	10	8	9	10	10	14	71
1852	Hamilton	5	6	..	..	..	..	..	11
1852	Hanover	..	18	14	12	12	10	12	78
1852	Irving	7	15	7	10	14	14	14	81
1852	Lorrillard	5	13	10	10	13	16	16	83
1852	Mercantile	..	8	5	10	13	12	16	64
1852	Nassau	5	13	8	19	18	20	20	103
1852	Republic	..	7	7	7	7	7	7	*42
1852	St. Nicholas	..	9	..	..	..	..	4	13
1852	Williamsburg City	..	..	6	11	12	12	20	61
1853	Arctic	..	..	7	11	11	10	10	49
1853	Beekman	..	..	..	12	15	14	13	54
1853	Columbia	..	..	4	10	10	10	11	45
1853	Commonwealth	..	..	12	12	12	6	10	52
1853	Continental	..	5	10	10	24	10	11	*70
1853	Corn Exchange	..	6	6	12	16	20	20	80
1853	Excelsior	..	..	10	10	20	20	7	67
1853	Fulton	..	10	5	10	13	14	17	69
1853	Harmony	..	..	4	5	18	7	9	42
1853	Home	..	..	13	5	22	35	22	97
1853	Exchange	..	..	4	..	..	5	11	20
1853	Lenox	..	..	4	9	10	19	10	43
1853	Market	..	..	5	4	20	7	17	53
1853	Mechanics & Traders	..	..	8	10	12	16	20	66
1853	New Amsterdam	..	..	10	8	12	12	14	56
1853	Park	..	..	6	12	12	12	14	56
1853	Peter Cooper	..	..	4	12	13	13	12	54
1853	Phenix	..	..	..	16	20	20	20	76
1853	Rutgers	..	..	4	9	12	13	16	54
1853	St. Mark's	..	..	4	5	13	13	18	53
1854	Metropolitan	..	..	4	9	10	10	12	45
1855	Relief	..	..	..	..	5	13	16	34
1856	Hope	..	..	..	..	..	..	10	10
1856	Lafayette	..	..	..	..	..	5	7	12
1856	Lamar	..	..	..	..	..	5	12	17
1856	New World	..	..	..	..	..	5	10	15
1856	Security	..	..	..	..	..	7	14	21

CANADA INSURANCE LAW.

BY-LAW OF THE COUNCIL OF THE CITY OF MONTREAL, TO IMPOSE A RATE OR DUTY ON INSPECTION STORES, INSURANCE COMPANIES, AND THEIR AGENTS IN THIS CITY—PASSED MAY 19, 1852.

At a special meeting of the Council of the city of Montreal, held in the City Hall of the said city of Montreal, the nineteenth day of May, in the year of our Lord one thousand eight hundred and fifty-two, under and by virtue of the act of the Provincial Legislature, 14 and 15 Vic., cap. 128, in the manner and after the observance of all the formalities prescribed in and by the said act; at which said meeting not less than two-thirds of the members of the Council, to wit, the following members thereof, are present, viz.:—His Worship the Mayor, Charles Wilson, Esquire; Aldermen Homier, Lynch, Grenier, Whitney, Leclaire, Atwater, Frechette, Leeming, Whitney; Councilors McCambridge, Brondson, Montreuil, Thompson, Larkin, Tiffin, Trudeau, Cuvilier, Starnes, Corse, Valois, Campbell, Marchand, Labelle, Bleau, Adams, Goyette, Mussen;

† And per ch. scrip on premiums.

It is ordained and enacted by the said Council, and the said Council do hereby ordain and enact:—

SECTION 1. That an annual rate or duty shall be, and the same is hereby imposed upon each and every inspection store, in the said city, and on all premises in this city used or employed for the purpose of their business, by inspectors of pot and pearl ashes, lumber, beef, flour, pork, or any other kind or description of merchandise, manufacture, produce, or provision whatsoever, at the rate of £7 10s. for every £100 on the assessed yearly value of the premises occupied or used for the purposes aforesaid; and the said duty shall be payable annually, immediately after the assessment shall have been made in each and every year, by the occupant or occupants of the said inspection store and premises, or by the owner or owners thereof, if the same cannot be levied from the said occupant or occupants.

SEC. 2. *And be it enacted*, That the 42d section of the by-law of the Council, No. 185, entitled "By-Law of the Council of the city of Montreal, to repeal certain By-Laws therein mentioned, and to fix the rate of assessment, and establish the revenue of the city," made and passed on the 14th day of May, 1847, shall be, and the same is hereby repealed.

SEC. 3. *And be it enacted*, That an annual duty of fifty pounds currency shall be, and the same is hereby imposed upon, and shall be payable annually, by each and every fire insurance company in this city, and by each and every person, or firm of persons, body, corporate, or association, carrying on the business of insuring against loss by fire in the said city; and by the agent or agents of each and every foreign fire insurance company, or other insurance company, established elsewhere than in this city, but carrying on the business of insuring against loss by fire in this city, by agency therein; provided that, if any person or firm, or company of persons, act as agent or agents in this city, for two or more of such foreign insurance companies, or other insurance companies, established elsewhere than in the city, but carrying on business by agency therein, then each and every such person, or firm, or company of persons, shall pay the said duty of £50, as oftentimes, annually, as he or they shall act as agent or agents, as aforesaid, to wit, a separate and distinct sum of £50, as duty, for each and every such foreign or other fire insurance company he or they may act as agent or agents for, be the same two or more; and the said duty shall annually become due, and be payable by all such insurance companies, and by such persons, bodies corporate or associations, and by all such agents, as aforesaid, now in this city, or carrying on business therein, immediately after the assessors of the said city shall have made their first general return of the assessment thereof; and by all others as soon thereafter as they may be established, or begin to carry on business in the city, and thenceafter annually, at the same period as the insurance companies and agents already established, and carrying on business in this city.

FOREIGN INSURANCE COMPANIES IN NEW YORK.

	Total premium.	Tax.
Monarch Insurance Company, London	$21,801 50	$436 03
Commonwealth Insurance Company, Philadelphia	750 00	15 00
Liverpool and London Insurance Company	75,441 50	1,508 83
Delaware Insurance Company, Phildelphia	421 20	84 24
American Insurance Company, Philadelphia	30,968 00	699 36
Phœnix and Connecticut Insurance Companies, Hartford	27,928 50	558 57
Jersey City Insurance Company	5,013 50	100 27
Charter Oak Insurance Company, Hartford	11,797 00	235 94
Franklin Insurance Company, Philadelphia	29,839 50	596 79
Howard Insurance Company, Philadelphia	1,938 00	38 76
City Fire Insurance Company, New Haven	1,247 00	24 94
Ætna Fire Insurance Company, Hartford	36,486 50	729 73
Springfield, Massaoit, etc., Insurance Companies	11,825 00	236 50
North American Insurance Company, Philadelphia	37,210 00	744 20
Merchants', Boylston, etc., Insurance Companies	68,413 50	1,368 27
Merchants' Insurance Company, Philadelphia	10,083 00	201 66
Royal Insurance Company, Liverpool	49,485 50	989 71
Total	$424,649 20	$8,568 80

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

RAILROADS OF MISSOURI.

The report of the Board of Public Works is an elaborate document. From the general statement, it appears that at the date of the report, the length of miles of track laid was 614, with a maximum grade of not exceeding sixty-five feet for any of the roads excepting the Hannibal and St. Joseph. The cash subscriptions paid, amount to $7,084,337, the most of which has been paid to the Pacific, North Missouri, and Iron Mountain.

Pacific Railroad, (Main Line.)—The total amount expended on main line is $10,033,823 05; and the further expenditure required per estimates to open the road to Kansas city is not less than $3,500,000. The floating debt is $478,000. Its dues, exclusive of unpaid subscriptions, is $406,000. The road is entitled to a further issue of State bonds amounting to $220,000. The annual interest on all the bonds authorized to be issued is $420,000. The gross earnings for the year ending November 30, 1858, were $636,511.

The total of stock subscribed to this line is $3,804,400; which, after deductions for discount and commissions, yielded $2,923,012. The road has 127,000 acres land; and State credit amounting to $7,000,000. The amount issued is $6,780,000, on which the discounts and commissions were $753,593.

Southwest Branch.—Subscribed stock $356,000, of which paid $66,973, lands 1,040,000 acres, mortgaged for $10,000,000—of which $4,500,000 are guarantied by the State. For $1,268,000 of these guarantied bonds the State has exchanged State bonds. These guaranty bonds bear 7 per cent.

On this branch have been expended $1,442,710; debt due on it $84,281.

Hannibal and St. Joseph.—Amount of stock taken $1,936,000; paid $336,061, and $82,000 on county bonds. Land grant 600,000 acres, mortgaged to secure payment of $5,000,000. These bonds, which carried 7 per cent, have been sold for $3,351,000. The company has authorized the issue of $1,500,000 of second mortgage, of which it has disposed of $447,000, at $268,200. The interest, payable annually, is $562,000.

This road is not deemed by the board to be *completed* as required by the act, which makes its completion a prerequisite to the sale of its lands.

Cairo and Fulton Road.—Stock subscribed $1,261,775; paid $50,093. Land granted and subscribed 470,507 acres, of which 400,000 are held in trust to secure payment of bonds to the amount of $1,600,000. Bonds issued $500,000.

The expenditures of the company are given in at $420,366, and the value of the work done and materials found was estimated by the engineer employed by the Board at about $207,000.

St. Louis and Iron Mountain Railroad.—Stock subscribed, $1,999,300; received therefrom, $1,651,205; received from State bonds, $2,677,452; amount due company 1st March, $324,000; total net cost of line, $4,045,744; gross cost, $5,200,058; sum needed to finish road, $118,244; debt due by it, $171,103; earnings for 11 months, $132,660; semi-annual interest, payable in January, but unpaid, $98,280.

North Missouri Railroad.—Stock subscribed, $2,620,100; cash value thereof, $2,056,590; State bonds issued to it, $4,350,000.

Expenditures to November 30, $5,632,521; liabilities, $217,637; value of assets, $280,895. Interest payable annually, $343,500, of which on State bonds is $261,000. January interest on these last not paid.

Value of work done to 1st November, $5,090,068; necessary to carry road to junction, $120,000. Estimated final cost to junction, $6,417,444.

Receipts of transportation so far, $256,159; expenses, $276,379. From this last a reduction of $14,000 has to be made for wood on hand.

We recapitulate, and add other items in tabular form, as annexed:—

PACIFIC RAILROAD, (MAIN LINE.)

Length.....miles	282	State credit granted.....	$7,000,000
Track laid	163	" issued	6,780,000
Maximum grade, east end.ft.	45	Cash proceeds.....	6,026,406
" west end..	60	Total expenditure.....	10,033,823
Acres of land.....	127,000	Interest payable annually...	408,410
Stock subscribed.....	$3,804,400	Earnings last year.....	636,511
Stock paid and realized.....	2,923,012		

PACIFIC RAILROAD, (SOUTHWEST BRANCH.)

Length.....miles	283	State credit granted.....	$4,500,000
Track laid.....	19	" issued.....	1,400,000
" in progress.....	43	Interest, discount, and commissions	1,308,249
Maximum grade.....feet	65	Total expenditure	1,442,710
Acres of land.....	1,040,000	Interest payable annually....	85,320
Stock subscribed.....	$356,000		
Cash proceeds.....	66,973		

HANNIBAL AND ST. JOSEPH RAILROAD.

Length.....miles	206	Cash proceeds	$2,432,698
Track laid.....	170	Land bonds sold	5,000,000
Maximum grade.....feet	122	Cash proceeds	3,351,000
Acres of land.....	600,000	Convertible bonds sold.....	447,000
Subscriptions paid	$410,061	Cash proceeds	268,200
State credit granted.....	3,000,000	Contract cost of road.....	4,756,400
" issued	3,000,000	Interest payable annually....	562,060

CAIRO AND FULTON ROAD.

Length.....miles	78	State credit granted.....	$650,000
Track laid	7	" issued.....	250,000
Maximum grade.....feet	37	State bonds sold	180,000
Lands, acres.....	470,507	Cash proceeds	147,827
Stock subscribed.....	$1,261,775	Expenditures.....	420,366
Cash proceeds	50,093		

ST. LOUIS AND IRON MOUNTAIN ROAD.

Length completed ...miles	86½	State credit issued.....	$3,276,000
Maximum grade.....feet	55	Cash proceeds.....	2,677,452
Stock subscribed.....	$1,999,300	Cost of road..... ...	5,200,053
Cash proceeds	1,651,205	Cost, exc. discount, inter't, etc.	4,045,744
State credit granted.....	3,600,000	Interest payable annually....	196,560

NORTH MISSOURI RAILROAD.

Length.....miles	236¼	State credit granted.....	$5,500,000
" to junction, nearly completed*.....	168¾	" issued.....	4,350,000
Maximum grade .....feet	50	Cash proceeds	3,683,201
Stock subscribed.....	$2,620,100	Expenditures to Nov. 30th..	5,632,521
Cash proceeds.....	3,056,500	Interest on State bonds	261,000

* Finished January 29th, 1859.

CONTINENTAL RAILWAYS.

The system of allowing private enterprise to initiate and carry on undertakings of this nature which has been pursued in England, and which has been more freely adopted in America, has furnished these countries with railways at a more rapid rate than they could have been obtained under a more restricted system.

The following table shows the cost of the railways in the principal continental States, in which railway communication has existed for some years, as compared with the cost in Great Britain, and in the United States, as well as the profits of working in the respective countries:—

Countries.	Year.	Cost per mile.	Receipts per mile.	Proportion of expenditure to receipts, per cent.	Proportion which receipts, less working expenditure, bear to total capital, per cent.
England.....	1857	£39,275	£3,105	48.	4.19
Scotland.....	1857	28,225	2,040	44.	3.89
Ireland.....	1857	15,664	1,006	38.	3.97
Total G. Britain.....		34,950	2,712	47.	4.11
New South Wales	1857	31,845	1,162	72.50	1.02
India.....	1857	10,280	729	42.25	4.09
France	1854	25,068	2,706	44.01	6.58
Belgium.....	1856	16,391	2,158	58.16	5.48
	1847	16,390	1,814	63.39	4.68
Austria.....	1855	21,387	2,926	53.00	6.33
	*1857	18,465	2,686	53.58	6.75
Prussia.....	1856	14,101	1,877	51.59	6.22
	1857	14,486	1,983	45.22	7.44
Oth. German States	1855	14,485	1,295	54.00	4.08
	1857	13,232	1,417	63.39	5.52
United States....	....	8,275	1,234	54.	6.7

It will be seen from this table that, although the receipts from English traffic are larger than on the continental lines, and although the working expenses are smaller on English railways than on any other except the French, the net receipts only afford an average rate of four per cent on the capital invested instead of a return of above six per cent, as is the case in France, Austria, Prussia, and in the United States of America.

The great cost per mile of English railways has been partly due to the errors in legislation, and to the cost of experiments made to perfect railway construction; partly to the anxiety of the early promoters of railways to adopt the easiest practicable curves and gradients; and partly also to the cost for land and compensations. On British railways this item has averaged from fifteen to twenty per cent of the whole cost, whilst on foreign and American lines the proportion has been much smaller; for instance, the cost of land and compensation is about seven per cent of the cost of German railways, which is barely equivalent to three per cent upon the cost of British railways. The continental nations have taken our dearly-bought experience as a gift. Moreover they have avoided competition.

In France the government have laid down the lines of railway, and entrusted the construction to companies. In some cases the government have constructed the earthworks and leased the working of the lines for limited periods; in other

* About three hundred miles of railway have been opened since 1855.

cases the government have advanced money to be subsequently repaid; in other cases the government have given a guaranty of interest.

In Prussia the companies have been allowed to select the lines, but they are executed under close supervision by the government. The government have also constructed lines of their own, when the anticipated traffic has not offered sufficient inducement to private capitalists to embark in the undertaking.

In Austria the State has constructed several lines, but its recent policy has been to transfer them to private companies when they can be found to purchase them.

In Hanover and Bavaria the construction and working of railways has been undertaken by the government.

About one-half of the Belgian railways has been made and worked by the government; these do not call for much remark—they were constructed at an early date, and the condition of the lines and of the rolling stock has apparently prevented a high speed being maintained. But the lines appear to be worked with great safety and regularity.

The condition of the Belgian Government railways is, however, to some extent, an instance of the slow progress in improvements, which is the necessary result of a railway being in the hands of the government. Many of our old English railways were constructed on the same model as the Belgian Government lines, but although the traffic in both countries has increased, our lines have been improved, whilst the Belgian Government lines have remained comparatively stationary, because of the difficulty of obtaining votes of money from the Legislative Chamber for the necessary alterations. A sum has, however, been recently given for effecting improvements.

The French and Belgian railways do not, however, differ so much in their construction and management from railways in this country, as is the case with German railways. The railways over the whole of Austria, Prussia, and the German States, have formed themselves into a union which follows a uniform system, and presents peculiarities of management from which some useful hints may be gathered.

RAILROADS OF MASSACHUSETTS.

The *American Railway Times* remarks:—In the table below will be found a comparison of the leading facts of operation for the past four years of the general system, so far as these facts are embraced in the reports of a major part of the companies. The figures given are in round numbers, omitting fractions, but showing with sufficient exactness the general results connected with economy of operation. It is likewise fair to state that the roads embraced in the report for the past year, are not altogether the same embraced in the statements of former years. This change results from the omission of the proper returns of some of the roads, the leasing of others, and stoppage of one or two others. The result, so far as the net income per cent on cost is concerned, is not as favorable as we hoped to find it; but a great amount for repairs has been expended, and though the dividends have been withheld, the roads really stand better than they have before for many years. Those roads that have paid dividends, have also retained a large surplus in the treasury for future exigencies. Our system of railways in this State is being sifted down rapidly to its true value, and under the economy which has been brought to bear upon their management will hereafter, or at least

a very large proportion of them, soon become good dividend-paying property. The following comparison for the past four years will be found instructive :—

	1855.	1856.	1857.	1858.
Number of railways	43	43	43	41
Miles of road and branches	1,343	1,351	1,367	1,380
Miles of double track and sidings	431	434	453	474
Gross cost	$61,708,118	$62,794,422	$62,162,678	$62,178,535
Average cost per mile	45,949	46,480	45,473	45,057
Gross receipts	9,098,492	9,749,918	9,094,008	8,596,703
Gross expenses	5,666,320	5,755,144	5,301,198	4,813,944
Net income	3,436,172	4,003,404	3,792,810	3,782,759
Average net income per c'nt on cost	5.57	6.38	6.10	6.08
Gross number of miles run	5,385,416	5,320,137	5,197,957	5,454,641
Average receipts per mile run	$1 69	$1 83	$1 92	$1 57
Average expenses per mile run	1 05	1 08	1 10	0 88
Average net income per mile run	0 64	0 75	0 82	0 69
Gross receipts per mile of railway	6,774 75	7,216 82	6,652 52	6,229 49
Number of passengers carried	11,339,850	11,543,173	11,250,189	8,443,789
Number carried one mile	185,160,127	191,942,542	185,733,612	168,687,421
Tons of merchandise carried	3,062,251	3,254,796	3,231,674	3,174,909
Tons carried one mile	108,676,163	109,307,461	97,821,259	107,303,461
Total weight of passeng'r trains, in tons, hauled 1 mile, not inc. pas.	116,689,219	113,689,219	.....	.....
Total weight of freight trains, in tons, hauled 1 mile not inc. fr'ght	165,260,745	161,666,344	.....	.....
Total number of tons, not including passengers, hauled one mile	385,626,127	384,342,265	.....	.....

ILLINOIS AND MICHIGAN CANAL.

The annexed report of the trustees of this great work gives its aggregate operations for the year 1858 as follows :—

Balance, November 30th, 1857	$109,935 26
Receipts to November 30th, 1858	382,543 31
Total	$492,478 57
Expenses	121,786 69
Balance, November 30th, 1858	$370,691 93

Of this balance, $325,208 35 is on deposit with the American Exchange Bank in New York. The whole operation of trust has been as in the classified schedule of the entire amount received and expended by the board of trustees, from the organization of the trust in June, 1845, to the 30th of November, 1858 :—

Classification.	Receipts.	Expenditures.
1 Loan of $1,600,000, principal and interest	$1,569,828 00	$2,156,975 75
2 Construction of canal and feeders	2,132 25	1,429,606 21
3 Canal lands, sales, protection, &c.	4,074,647 14	92,589 01
4 Arrears of interest on registered bonds and scrip	.....	2,148,452 73
5 Payments on account of principal of registered bonds and scrip	.....	307,764 15
6 Maintenance and repairs of canal	8,039 61	706,135 14
7 Tolls, collection, inspection, &c.	1,805,172 02	69,419 30
8 Canal damages, flowage, &c.	.....	20,068 32
9 General expenses and contingencies	3 00	246,042 50
10 Interest and exchange	101,626 08	13,103 06
Total	$7,560,848 10	$7,190,156 17
Aggregate of receipts, 1845 to 1858, inclusive		$7,560,848 10
Aggregate of expenditures, 1845 to 1858, inclusive		7,190,156 17
Balance to credit of fund, November 30th, 1858		$370,691 93

RAILROADS OF NEW JERSEY.

The following table exhibits the gross receipts, expenditures, and net earnings of the railroads and canals of New Jersey for the year 1858 :—

	Gross receipts.	Expenses.	Net earnings.
Camden and Amboy Railroad.....	$1,640,327 86	$374,167 97	$766,159 90
New Jersey Railroad & Transportati'n	903,458 45	349,270 73	554,087 72
New Jersey Central Railroad	836,933 63	345,613 39	491,320 24
Morris and Essex Railroad.....	231,222 82	126,703 13	94,519 69
Belvidere Delaware Railroad.....	224,303 21	131,320 91	90,082 31
Warren Railroad.....	193,240 35	96,620 17	96,620 17
Camden and Atlantic Railroad.....	133,222 18	75,257 88	38,964 80
Freehold and Jamesburg Railroad....	36,470 54	18,586 94	17,883 60
Sussex Railroad.....	30,941 47	21,812 43	9,124 04
Burlington and Mt. Holly Railroad....	20,445 45	14,820 46	5,623 99
Flemington Railroad.....	13,143 46	10,439 97	2,653 55
Newark and Bloomfield Railroad	12,346 27	10,400 49	1,945 78
Millstone and New Brunswick Railr'd.	7,870 84	4,576 60	3,294 84
Delaware and Raritan Canal	454,108 55	174,064 99	280,048 56
Morris Canal and Banking Company..	274,650 86	112,486 35	162,164 51

FREIGHT ON RAILROADS.

The following returns of the South Carolina Railroad gives clear evidence of the value of a railroad in connecting distant farm regions with the central market point :—

PRODUCTS BROUGHT TO CHARLESTON BY THE SOUTH CAROLINA RAILROAD, FROM 1844 TO 1858, INCLUSIVE.

Years.	Bales cotton.	Barrels flour.	Bushels grain.	Barrels naval stores.	Bales merchandise.	Live stock.
1844.....	186,638	.....	.....	....	....	....
1845.....	197,657	.....	.....	....	....	....
1846.....	186,271	12,148	2,369	48	....	....
1847.....	184,302	19,042	338,848	3,189	....	....
1848.....	274,364	15,447	203,485	5,753	....	....
1849.....	339,996	1,507	66,804	13,919	10,632	6,242
1850.....	284,935	125	15,515	9,083	8,008	5,859
1851.....	287,590	526	547	4,198	12,310	4,179
1852.....	364,729	2,633	15,652	4,316	15,227	4,804
1853.....	310,865	23,319	109,092	8,992	15,868	8,029
1854.....	350,857	62,661	136,536	21,642	11,109	12,056
1855.....	449,544	80,463	817,662	23,093	9,835	12,021
1856.....	386,349	84,808	456,994	15,079	8,935	11,769
1857.....	251,850	145,970	717,274	13,282	11,427	9,214
1858.....	428,452	140,069	282,367	17,418	9,605	12,001

BRITISH RAILWAYS FOR 1858.

The number of miles in operation in the United Kingdom on the first day of January, 1859, from which returns were received, was 9,016. The total gross earnings for the past seven years have been as follows :—

Years.	Mileage.	Earnings.	Years.	Mileage.	Earnings.
1852.....	6,915	£15,140,310	1856.....	8,404	£22,493,501
1853.....	6,944	16,845,531	1857.....	8,676	23,672,465
1854.....	7,308	18,541,855	1858.....	9,016	23,263,764
1855.....	7,692	20,243,151			

To the above mileage should be added 552 miles of road from which no returns were published. The cost of the nine thousand and sixteen miles of road was three hundred and six millions nine hundred and fifty thousand pounds ; of the 552 miles, nine million pounds—making a total of three hundred and fifteen millions nine hundred and fifty thousand pounds, equal to one thousand five hundred and twenty-nine millions one hundred and ninety-eight thousand dollars.

JOURNAL OF MINING, MANUFACTURES, AND ART.

COTTON FACTORIES IN MARYLAND, JANUARY, 1859.

At an early period in the history of the cotton manufactures in the United States, a few patriotic and public-spirited individuals of the city of Baltimore, formed an association to establish upon an extensive scale the necessary works and machinery for the manufacture of cotton goods

It was during the embargo—by the Berlin and Milan decrees—by the French orders in council—and the many outrages upon the "Stars and Stripes" by Great Britain and France, that the indignation of the American people was fully aroused, and the determination evoked to embark the requisite capital in domestic manufacture, by which we should eventually be independent of foreign countries.

In commerce—in trade, the then merchant princes of Baltimore occupied a high position. Their flag floated on every breeze and in every clime, and their enterprise became proverbial as household words. Why, then, should not success crown their efforts in the new element they were about to organize? A capital of some four hundred thousand dollars was speedily subscribed, and a charter obtained from the General Assembly of Maryland, at its November session, 1808, by an act to incorporate Robert McKim, William Patterson, William Wilson, Ludwig Herring, John McKim, James H. McCulloch, John Gill, James Beatty, Benjamin Ellicott, A. J. Schwartize, Nathan Levering, John Trimble, William Jones, and their successors, under the name and style of the "Union Manufacturing Company of Maryland," with a capital of one million of dollars—to consist of twenty thousand shares of fifty dollars each.

This, the beginning of the cotton manufacture of Maryland, was amongst the first upon a large scale in the United States. Before the charter was obtained, the association had selected and purchased about fifteen hundred acres of land, just above the present village of Ellicott's Mills, embracing the entire water power of the Patapsco River, with an adequate fall, and commenced the erection of a cotton factory. The originally intended capital of four hundred thousand dollars was promptly paid in, and early in 1809 the manufacture of raw cotton into yarn was begun, and continued until 1817, *when* the power loom was introduced, and the weaving of cotton cloth commenced at these works. As, however, there was but a limited demand for cotton yarn, hand loom weavers were employed to weave the same into cloth at the cost or price of 12½ cents per yard. This was the established price for weaving, and the goods thus made were known by the name of domestics—similar to the present common yard-wide brown muslins—and sold at from 50 to 75 cents per yard. Now, a better quality of goods retails at 10 to 12 cents per yard.

Although the price then paid by consumers of cotton goods was very high, some two to three dollars a pound, yet, owing to the imperfection of machinery for the manufacture of cotton, and the inefficient skill of the operatives, the business was not at once remunerating to the manufacture. The enterprise, energy, and application of the founders of the pioneer establishment of Maryland, continued, however, unabated, and during the war with Great Britain their hopes and expectations were greatly elevated.

Massachusetts and Rhode Island also took vigorous hold of this branch of

industry, and cotton machinery was rapidly increasing. Aladdin's lamp seemed within reach, when, presto! soon after the conclusion of peace, a wonderful change occurred, and the utter prostration of the American manufactures seemed inevitable.

England had not been idle. With a more facile population as operatives, and better (because more experienced) mechancial skill, she was far ahead of us in improvements of machinery and in new inventions for the better and more economical working of raw cotton. During the war, the English manufacturer had introduced the power loom. Numerous trials and experiments were made, under great secrecy, with varying success, until finally all doubt was at fault, and its successful working fully established.

This simple machine that now runs at a speed of two to two-and-a-half beats a minute, with great regularity, and but little apparent watching, (for an expert hand can mind three or four looms, capable of producing about one hundred yards sheeting muslin in eleven hours,) was destined, with other suitable machinery, to bring about the great change in the cost of producing textile fabrics that the present generation witnesses.

But in the meantime, American ingenuity did not sleep. Massachusetts skill had also taken hold of the power loom, and the first accounts we have of its success in this country, was the practical and successful operation of one at Waltham in 1814. Thus, *pari passu*, with England were we embarked in the race of manufactures—a branch of industry that has done more for the amelioration of the human race than any other of the pursuits of man. This, however, is an extensive theme, whilst our subject is local, and merely to detail a short history of the cotton manufacture of our State.

The following table of the cotton factories in Maryland shows the daily consumption of raw cotton to be nearly fifty thousand pounds, of the value of over six thousand dollars—operating 67,500 spindles, and 1,736 looms. The large amount of cotton duck, and other heavy goods made, explains the paucity of looms.

The capital invested in these various properties is about three millions of dollars, and the value of their *annual* product, at present price of manufactured goods, is about three-and-a-half million dollars. Nine of these properties are corporations—the balance of them belong to individuals.

During the last five years the manufacturing interest of the country has been much depressed, and the condition of the Maryland factories are not excepted In 1857, owing to the high price of cotton, and unremunerating price of manufactured goods, many mills were obliged to work short time, and otherwise curtail their expenditures, and some, from necessity, had to stop their machinery entirely. All of our mills are again, however, at work, though not to their full capacity, except the Savage, Oakland, Powhatan, and Pocahontas factories, whose machinery is still idle. It is to be hoped a better day is in dawn for the cotton manufactures, but, like Hercules, they must put their own shoulders to the wheel.

Since 1853 the losses by fire have been, viz.:—Canton, cotton duck factory; Ashland, Osnaburg factory, now a woolen mill; White Hall, cotton duck factory, rebuilt, and now the "Clipper;" Rockdale, cotton duck factory, now a flour mill; Lanvale, skirting factory; Laurel, skirting factory, rebuilt with increased capacity; besides these, the Avondale cotton factory, at Laurel, has been turned into a flour mill.

The machinery thus obliterated has been more than replaced by the enlargement of several of the factories adjacent to Baltimore, and the erection of an additional cotton duck mill by the Mount Vernon Company.

The value of cotton machinery and property destroyed by *fire*, in the State of Maryland, since the establishment of the first factory in 1809, is about one million of dollars.

The cotton duck mills, if in full operation, consume nearly one-half of the raw cotton worked in the State, and the aggregate annual value of the product would be near one-and-a-half million of dollars. This branch of cotton manufacture commenced in a small way in this city, about thirty-five years ago, and soon afterwards Crook's cotton duck factory, French-street, Old Town, commenced operations. The machinery was illy adapted to cheap production, and the experiment was unsuccessful. In 1838, the first establishment on Jones' Falls, for making cotton duck, was commenced. Machinery better adapted to the purpose was constructed, and more practical energies contributed to the manufacture and sale of the goods—under which, with a low price for the raw material and cheaper cost of production, the prejudices of sail makers and owners of vessels were overcome, and now, from the perfection of machinery, these goods are produced at the lowest possible cost, and have found ready purchasers at the East, West, South, and on the shores of the Pacific. T.

Names of factories.	Capacity in pounds cotton per day.	Description of goods made.	Number of yarn spun.	Number of spindles.	Number of looms.
Triadelphia.....	600	4-4 sheetings.	14	1,800	44
Savage.....	2,200	4-4 sheetings.	14	4,800	138
Union, 3 mills ..	3,500	Sheetings, &c.	16 to 17	9,500	250
Laurel.....	3,300	Sheetings, &c.	14	6,000	200
Sykesville.....	1,000	Carpet chain, yarn, &c.	4 to 12	1,200	64
Oakland.....	400	Yarn.	Various.	700	..
Sagouan*	2,800	Osnaburgs.	7	2,800	112
Granite	1,500	4-4 shirtings.	14	3,000	100
Patapsco.....	2,500	Osnaburgs, &c.	7	3,000	120
Thistle.....	1,500	Sheetings, &c.	14	4,000	122
Powhatan	800	Cotton duck.	6	1,152	18
Pocahontas	3,600	Cotton duck.	6 to 11	3,125	46
Washington.....	3,600	Cotton duck.	7 to 9	3,200	52
Woodbury.....	4,000	Cotton duck.	6 to 10	3,200	34
Clipper†.....	4,200	Cotton duck.	7	3,200	36
Mt. Vernon, 3 mills	7,500	Cotton duck.	6 to 11	7,528	94
Phœnix	1,500	Osnaburgs.	7	2,500	56
Warren	1,200	Sheeting and shirtings.	14 to 17	2,900	90
Franklinville....	1,800	Sheetings & Osnaburgs.	7 to 14	2,300	100
Jericho.....	1,200	Osnaburgs.	6 to 7	1,500	60
Columbia.....	800	Yarn, carpet chain, &c.	Various.	1,200	..

COALS IN FRANCE.

We gather from the report of a board of commissioners instituted by the French Government, for the purpose of inquiry into the mineral wealth of the country, that the amount of mineral coal annually consumed by France is stated to be 115,000,000 of metrical quintals, weighing somewhat more than 11,500,000 tons. Of this quantity nearly one-half is imported; about six-tenths only being the produce of France. Twenty-two millions of acres meanwhile are covered with

* Formerly Okisco. † Formerly Whitehall.

forests, which supply annually 45,000,000 of *steres* (somewhat more than that number of cubic yards) of firewood—say 8,800,000 American cords, weighing about 16,500,000 tons. It is allowed that a ton of wood contains not more than half the calorific power of an equal weight of coal. The amount of coal therefore consumed in France represents about one-and-a-half times the calorific value of the amount of wood. Precisely on this account, as on others, the mineral fuel is fifty per cent better for industrial purposes than the vegetable. The amount of importations of the former, alarming to owners of French mines, have become accordingly the subject of government investigation, and will probably provoke government interference. Nature has been anything but niggard in coal gifts to France. About 1,200,000 acres of coal fields are worked at the present day. Of this expanse, however, not more than 850,000 acres are productive of a good quality. In the space of forty years the produce has increased 550 per cent; but, with all this increase, the proportion produced per acre is under ten tons, while in England it is nearly fifteen, and in Belgium over eighteen. French coal-fields are nevertheless, on the whole, as capable of produce as those even of Belgium. It follows that they should be encouraged; and in order to effect this the commissioners urge, first and chiefly, all possible increase of means of transportation by rail, canal, internal improvements of river navigation. All other difficulties are comparatively made light of; such, for instance, as in some instances, the immense amount of water which one would think must hopelessly drown the pits. It appears that at a single coal mine in the Department of the Pas de Calais, known as that of Vendin lez Bethune, 9,350,000 gallons of water are daily pumped from the excavation. The city of Paris, with its million of people, its two hundred and thirty-five fountains, and its endless washing of streets, consumes per day but half this quantity. The recommendation of the committee, nevertheless, is especially for fostering means of internal transportation. The emperor as already and signally manifested his disposition in this regard, and will doubtless lend more ear to the committee in the manner desired.

AMERICAN CAST-STEEL.

Although America possesses inexhaustible stores of the best iron ores for making all kinds of steel, yet very little of that useful metal is manufactured in this country in comparison with the amount imported from abroad; the annual amount thus imported being about thirteen thousand tons, the best qualities of which come from England. The iron from which the best steel in Sheffield is made is the product of Swedish magnetic ores, of which England is deficient, while similar ores are very abundant in the United States. Various unsuccessful attempts have been made to manufacture American cast-steel; but Neville's process is now practiced in our country somewhat successfully. The nature of this process consists in fusing wrought iron with certain substances containing cyanogen. About twenty pounds of malleable iron broken into small pieces are put into a crucible with ten ounces of charcoal, six of common table salt, or one-half ounce oxyd of manganese, one ounce of sal-ammoniac, and half an ounce of the ferro-cyanide of potash. These being mixed together, the crucible containing them is introduced into the furnace, its contents thoroughly melted, the scum skimmed off, and the melting heat maintained for three hours, when the

metal is ready to be poured out into the ingot molds. This process, it is stated, makes good cast-steel, either for hammering or rolling. Good cast-steel may also be made from scrap-iron, by smelting it in crucibles with three ounces of the oxyd of manganese, ten of charcoal dust, and one of lime, to thirty pounds of the iron. The operation of smelting requires about three hours, during which the scoria is carefully skimmed from the top of the crucible.

COAL TRADE OF THE UNITED STATES.

We give below the official quantity of anthracite coal sent to market in 1858, together with the semi-anthracite and bituminous coal, domestic and imported, sent towards the sea-board, which comes in competition with the anthracite.

The quantity sent to market is larger than we anticipated at the commencement of last year, and shows an increase over the supply of 1857 of 59,809 tons of anthracite, and 80,900 tons of the other kinds, making the total increase for the year 140,709.

	1857.	1858.	Increase.	Decrease.
Schuylkill region—	Tons.	Tons.	Tons.	Tons.
By railroad	1,709,552	1,542,645	.....	166,907
By canal	1,275,989	1,323,804	47,815	.....
By Pinegrove	56,837	50,159	.....	6,678
Total	3,042,378	2,916,608		
Lehigh region—				
By canal	900,314	909,000	8,686	.....
By railroad	418,235	471,030	52,795	.....
Shamokin region	155,806	135,893	.....	19,913
Wyoming region—				
Canal, south	405,882	307,174	.....	98,648
Canal, north	2,092	39,256	37,164	.....
Pennsylvania Coal Company	536,008	630,056	94,048	.....
Scranton, north	194,070	145,164	.....	48,906
Scranton, south	295,954	588,217	292,263	.....
Delaware & Hudson Comp'y.	480,699	348,789	.....	131,910
Total	6,431,878	6,491,187	532,771	472,962
" 1857		6,431,378	472,962	
Increase in 1858		59,809	59,809	
Semi-anthracite—				
Trevorton	110,711	106,686	.....	4,025
Lykens' Valley Company	65,201	72,398	7,197	.....
Short Mountain Company	56,538	55,447	.....	1,091
Broad Top	78,813	105,478	26,665	.....
Total	311,263	340,009		
Bituminous—				
Cumberland	612,391	642,752	30,461	.....
Foreign imported	238,192	259,885	21,693	.....
Total	1,161,746	1,242,646	86,016	5,116
" 1857		1,161,740	5,116	
Increase in 1858		80,900	80,900	
Add anthracite		59,809		
Increase, all kinds		140,709		

A summary of the coal trade of Great Britain for 1857 exhibits the following results :—

	No. collieries.	Product.
England	2,001	48,883,800
Wales	409	8,178,804
Scotland	425	8,211,473
Ireland	70	120,630
Total	2,905	65,394,707

This gives an average of 22,500 tons to each colliery.

In Schuykill County, 113 collieries produced in 1858, 2,916,608 tons, which would give an average of 25,810 tons to each colliery, which is greater than the average product of the collieries of Great Britain.

Seven firms mined over one million tons, and 25 firms mined 2,009,962 tons of the whole supply of 2,916,608 tons sent to market in 1858, leaving but 906,646 tons for the remaining 88 operators.

The following table shows the quantity of coal of all kinds sent to market from the Cumberland region, and the different regions in Pennsylvania, from the commencement of the trade in 1820 to 1858, inclusive; also the importation into the United States of foreign coal, and the exportation of domestic coal during the same:—

Years.	Aggregate of all kinds.	Total increase and decrease.	Export of domestic coal.	Import of foreign coal.
1820	300	.....	.....	22,122
1821	23,195	.....	.....	84,523
1822	38,243	.....	.....	30,433
1823	41,534	.....	.....	7,228
1824	18,131	.....	.....	25,645
1825	60,538	.....	.....	35,665
1826	83,712	.....	.....	40,257
1827	103,691	.....	.....	32,302
1828	109,818	.....	.....	45,393
1829	157,476	.....	.....	58,136
1830	132,826	.....	.....	36,509
1831	113,229	.....	.....	72,978
1832	436,849	.....	.....	92,432
1833	580,180	.....	.....	71,620
1834	448,262	.....	.....	49,969
1835	610,727	.....	.....	108,432
1836	792,549	.....	.....	153,450
1837	1,032,894	.....	.....	129,083
1838	867,780	.....	.....	181,551
1839	1,000,153	.....	.....	162,867
1840	1,027,241	.....	.....	155,394
1841	1,115,357	.....	.....	141,521
1842	1,251,547	.....	.....	41,163
1843	1,314,833	.....	.....	87,073
1844	1,754,445	417,970	.....	85,770
1845	2,143,530	390,619	.....	156,553
1846	2,530,663	407,302	.....	148,051
1847	3,083,270	552,617	.....	196,168
1848	3,364,971	285,707	9,309	198,213
1849	3,583,628	218,651	9,661	198,213
1850	3,736,184	152,558	38,741	180,439
1851	4,376,183	1,139,997	87,727	214,774
1852	5,510,664	659,407	45,336	183,015
1853	5,960,639	449,975	79,510	231,508
1854	6,903,498	942,859	93,884	452,865
1855	7,565,980	662,472	110,586	287,408
1856	7,858,954	292,974	135,594	173,055
1857	7,593,124	*d.* 265,830	130,355	238,192
1858	7,733,843	140,709	.....	259,885
Total	85,683,830	.....	691,703	4,611,924

UNITED STATES MANUFACTURES.

The following is an abstract or general summary from the Digest of the Statistics of Manufactures, which has just been completed in accordance with an act of Congress, and transmitted to that body by the President. While this table presents only the general results in their most condensed form, the Digest itself develops the condition of every branch of manufacturing industry for the entire country in the year 1850, and will doubtless attract a large share of public attention, as presenting the only official and authentic information respecting the manufactures of all the States which has appeared for twenty-five years. Additional value attaches to this work, as furnishing the means of establishing the progress of the mechanic arts, now and hereafter, as the eighth census is to be taken on the plan of the seventh. Provision for this compilation was made in last June, by Congress, and Mr. Kennedy, who was early identified with the seventh census, was appointed to complete the Digest, which, it is believed he has satisfactorily accomplished:—

States.	Establishments.	Capital.	Cost of raw materials.	Male hands.	Female hands.	Cost of labor.	Value of product.
Alabama...	1,026	$3,450,606	$2,224,960	4,397	539	$1,105,834	$4,528,876
Arkansas...	261	305,015	215,789	812	30	158,676	537,908
California..	1,003	1,006,197	1,201,154	3,964	....	3,717,180	12,862,522
Connecticut	3,482	23,890,348	23,589,397	31,287	16,483	11,695,236	45,110,102
Delaware..	531	2,978,945	2,864,607	3,237	651	936,684	4,649,296
D. of Colum.	403	1,001,575	1,405,871	2,036	534	757,584	2,690,258
Florida....	103	547,060	220,611	876	115	199,452	668,335
Georgia....	1,522	5,456,482	3,404,917	6,650	1,718	1,709,664	7,082,075
Illinois....	3,162	6,217,765	8,959,327	10,066	493	3,132,336	16,534,272
Indiana ...	4,392	7,750,402	10,369,700	13,748	692	3,728,844	18,725,423
Iowa.....	522	1,292,875	2,356,681	1,687	29	473,016	3,551,783
Kentucky..	3,609	11,810,462	12,165,075	19,576	1,900	5,106,048	21,710,212
Louisiana..	1,008	5,032,424	2,459,508	5,458	759	2,033,928	6,779,418
Maine.....	3,974	14,699,152	13,553,144	21,853	6,167	7,485,588	24,661,057
Maryland..	3,726	14,764,450	17,394,436	22,678	7,483	7,385,832	32,591,892
Mass'chu'tts	8,259	83,357,642	85,856,771	96,261	69,677	39,784,116	151,137,145
Michigan ..	2,023	6,563,660	6,136,328	8,990	354	2,716,124	11,169,002
Mississippi.	947	1,815,820	1,275,771	3,046	108	771,528	2,912,068
Missouri....	2,923	8,576,607	12,798,351	14,880	928	4,692,648	24,324,418
N. Hamps'e.	3,211	18,242,114	12,745,466	14,103	12,989	6,123,876	23,164,503
New Jersey	4,106	22,183,580	21,990,286	28,547	8,762	9,202,680	39,711,206
New York.	23,553	99,904,403	134,655,674	147,737	51,712	49,131,000	237,597,249
N. Carolina.	2,587	7,221,745	4,602,501	10,630	1,704	1,784,604	8,861,025
Ohio.....	10,622	29,019,538	34,678,019	47,054	4,437	13,467,156	62,691,270
Pennsylvan.	21,605	94,473,810	87,206,377	124,688	22,078	37,163,322	155,044,910
R. Island...	853	12,923,176	13,183,909	12,837	8,044	5,008,656	22,093,258
S. Carolina	1,429	6,053,265	2,787,534	5,992	1,074	1,127,712	7,045,477
Tennessee..	2,887	6,527,729	5,116,886	11,080	954	2,247,492	9,725,608
Texas.....	309	539,290	394,642	1,042	24	322,368	1,165,538
Vermont..	1,849	5,001,377	4,172,552	6,894	1,551	2,202,468	8,570,920
Virginia...	4,740	18,109,143	18,101,131	25,790	3,320	5,434,476	29,602,507
Wisconsin .	1,262	3,382,148	5,414,931	5,798	291	1,712,496	9,293,068
Minnesota .	5	94,000	24,300	63	....	18,540	58,300
N. Mexico .	23	68,300	110,220	81	....	20,772	249,010
Oregon....	52	843,600	809,560	285	....	388,620	2,236,640
Utah.....	14	44,400	337,381	51	....	9,984	291,220

RECAPITULATION.

No. of establishments....	121,993	Female hands.....	225,491
Capital.....	$525,149,103	Cost of labor.....	$232,957,440
Cost of raw material....	554,783,917	Value of product.....	1,010,628,779
Male hands.....	713,154		

STATISTICS OF AGRICULTURE, &c.

THE AGRICULTURE OF THE UNION.

In the House of Representatives, John Cochrane, of New York, in his speech upon the Homestead Bill, brought forward the following figures :—

This portion (alien) of our inhabitants is constituted of the immigration previous to the year 1850, in number 2,240,535, and of those which have immigrated since then, namely, 2,394,157. Thus, of the foreign element that it is presumed would, sooner or later, embark in pursuit of free homesteads, if offered, we have 4,634,692 persons. Or, allowing six, the usual number of persons among this people, to a family, 772,448 families. Of the 3,598,198 families of native white and free colored persons in the United States, it is not an unreasonable presumption, when reflecting that there are but 16.82 houses to every 100 white and free colored persons in the United States, that 1,500,000 of them would be induced by the superior attractions of the West and a free homestead. These families, allowing the standard number of persons to every two of them, would comprise 8,250,000 persons. If these suppositions are but an approximation to facts, the provisions of a land distribution act would be availed of by 2,272,448 families, one-half of which would be aliens; or by 12,884,692 persons, two-thirds of whom would be Americans. Now, the unappropriated lands of the people of the United States, designated the public domain, amount to 9,062,500 quarter sections, of 160 acres each. The donation of one-quarter section, therefore, to each of the 2,272,448 families last referred to, would leave still unappropriated and disposable 6,790,052 quarter sections; or 1,086,408,320 acres of land. The average price demanded and received by the government for the public lands is $1 25 per acre, at which standard of value their present estimated worth would be $1,712,500,000. But the reduction, at irregular intervals, of one-quarter of this vast area to tillage, together with the introduction through the whole of those facilities of locomotion and transportation attendant upon possession and modern agricultural cultivation, would necessarily affect favorably the value of the whole. Though comparatively a new country, yet abounding in great fertility of soil, easily subdued, and blessed with a climate of unequaled salubrity, and capable of being readily annexed by internal communication to the great domestic and foreign markets, it is no speculative opinion which would assign as the measure of increased value to the whole, through the agricultural occupancy of one-quarter thereof, the average value per acre of the improved and unimproved lands included in the farms of the United States. This average value is $11 14 per acre. It may, therefore, be reasonably assumed that the disposable lands remaining after deducting the actual appropriation, by settlers, under the provisions of a homestead law, would be worth ten dollars per acre; and as that remainder would be 1,086,408,320 acres, its value, thus compensated, would be $10,864,083,200, or $9,151,583,200 more than is the present value of the entire domain.

But, sir, let us now suppose the 2,772,448 quarter sections to be occupied under the beneficent provisions of a homestead law by these 2,772,448 families, we should thus be presented with the gracious spectacle of as many farms occupied by thrifty farmers, possessed of competency, and blessed with prosperity. No one will doubt that those of these families of American nativity would, apart from the products of the earth, be reasonably provided with a surplus beyond the bare means of subsistence, and that those of foreign birth would not be deficient may be asserted upon the highest authority—that each emigrant, man, woman, and child, landing at the port of New York, brings into the country, on an average, $100 each, in coin. It may, therefore, be presumed that each farm would be fitly provided with farm houses, out-buildings, and farming implements. As the average number of acres (203) to each farm in the United States exceeds, by a very few acres, the number assigned to each of the farms proposed for

actual occupation, it will probably be safe to adopt as their average value the ascertained average value of the farms of the United States, and to affix to their farming implements the same average price; the first being $2,258 per farm, and the last $105 per farm; we have, thus, for the average value of the farms and farming implements of the farms, within the States, the sum of $2,362 per farm. Then the aggregate value of the 2,772,448 donated farms, and their respective farming implements, would be $6,548,548,176. These do not, by any means, sir, comprise all the additional material wealth to be derived from the practical operation of the principle I contend for. It is learned from accurate data that the revenue paid by each consumer of foreign fabrics or products is $2 43. When you elevate from a state of inactive dependence a whole class of men, women, and children, to one in which success inspires the wish, and confers the means, of appropriating foreign merchandise, you create an increase of revenue to the government exactly proportioned to the increased consumption of dutiable articles. Thus the 12,884,692 persons, beneficiaries of land distribution, would become contributors to the revenues of the country in the sum of $31,209,792 annually. Nor is this all. These persons, from non-producers, would at once be included among the producing classes of the country, and so be each a tributary to its annual productive wealth. When we, therefore, revert to the fact that the average annual producing power of each individual in the United States is $50 20, we would have, as another of the affluent results of the proposed system, an increase of $646,811,538 to the annual production of the country.

Let us now collate these items of national wealth, thus promised by the acceptance of a rule of land division among our meritorious citizens and aliens, and learn what is the result that may be reasonably expected from its adoption:—

First, then, there is the enhanced value of the public lands remaining after the abstraction of those donated, exceeding the present value of them all by	$9,151,538,200 00
Value of farms donated and farming implements	6,548,521,176 00
Revenue derivable from the occupants of donated lands	31,209,792 56
Increased annual productions	646,811,538 40
Total	$16,378,080,706 96

Suppose, however, sir, that, supported as this enormous increase is, by the statistical experience of the past, we nevertheless abate one-half of the sum total, and still would the expectations of the sanguine advocate of the scheme be gratified with a real addition to the national resources of $8,189,040,353 48.

AGRICULTURE OF CALIFORNIA.

The San Francisco *Shipping List* contains the yields of grains in all the counties of the State, remarking as follows:—

Below we present estimates of the area sown, within the last three years, in this State, with wheat, barley, and oats, and the estimated yield of each. The figures for the most part are based on the reports of the assessors of the various counties, but in some instances have undergone correction from parties residing in the localities where errors were supposed to exist, which corrections were furnished to the compilers of the *State Register*, and by them laid before the public in the able work elsewhere alluded to. On the whole these figures probably approximate as nearly to the truth as any available means could afford; yet it cannot be concealed that the probability is strongly in favor of the assumption that the estimates of some former years were too high. Conjecture was too much depended on. Farms had not been surveyed, and farmers depended too much upon guessing, as to the proportion of their land under cultivation. Then again extravagant estimates would be made as to the probable yield per acre. Because an occasional field might yield 50, and even 80 bushels per acre, a farmer would be of the opinion that his own, at the maximum, *ought* to yield 30 bushels, when in fact it might prove but 20, or even less. These estimates, too, were taken while the grain was standing, and past experience had not taught him their

liability to error. In this manner there is reason to believe that the crop of 1856 was vastly overrated. As time progressed, however, and the owners of fields became better acquainted with the true area of their grounds, and had also learned from the actual products of past years, what they were to expect from a crop, the assessors were enabled to obtain more correct reports, so that probably the yield set down for the various counties in 1858 approximates very nearly to correctness :—

	Wheat.		Barley,	Oats,
	Acres.	Bushels.	bush.	bush.
Alameda	12,803	256,060	721,320	324,720
Amador	1,476	22,140	36,560	7,500
Butte	2,497	52,536	68,220	6,240
Calaveras	676	6,760	23,976	2,820
Colusa	3,560	52,900	96,906	23,550
Contra Costa	16,870	286,790	180,000	31,500
Del Norte	500	20,000	10,000	.....
El Dorado	1,016	10,258	17,744	60,000
Fresno	250	5,000	20,000	8,211
Humboldt	1,350	40,000	10,000	.....
Klamath	1,500	37,500	500	48,000
Los Angeles	410	7,690	84,300	40,000
Marin	546	21,840	56,800	.....
Mariposa	280	5,600	10,000	130,000
Merced	600	12,000	25,000	1,000
Monterey	2,861	28,610	76,428	100
Napa	16,000	500,000	150,000	3,900
Nevada	4,500	112,000	260,000	50,000
Placer	5,500	108,000	100,000	56,000
Plumas	3,080	49,200	5,800	.....
Sacramento	9,628	171,840	516,782	17,500
San Barnardino	1,000	18,500	24,000	41,420
San Diego	700	10,500	60,000	500
San Francisco	25	700	6,000	3,000
San Joaquin	20,000	300,000	600,000	1,790
San Louis Obispo	800	15,000	10,000	40,500
San Mateo	4,300	150,000	200,000	10,000
Santa Barbara	200	4,000	20,000	15,000
Santa Clara	14,500	145,000	160,000	25,000
Santa Cruz	5,500	137,500	159,200	30,000
Shasta	1,200	24,060	26,592	1,400
Siskiyou	7,000	140,000	145,000	122,500
Solano	8,258	165,160	164,175	24,990
Sonoma and Mend'o	8,000	160,000	240,000	119,560
Stanislaus	1,850	18,500	48,000	10,000
Sutter	2,225	62,300	308,000	28,000
Tehama	7,850	133,450	232,000	2,500
Trinity	953	19,060	25,170	4,660
Tulare	1,800	36,000	6,000	250
Tuolumne	537	10,740	70,080	19,260
Yolo	10,500	126,000	245,400	2,000
Yuba	2,363	85,975	153,765	8,700
Total	186,400	3,568,669	5,382,718	1,322,231

The amount of land in the State, adapted to agricultural purposes, not including the swamp and overflowed lands, is estimated at forty-one millions six hundred and twenty-two thousand four hundred acres. The swamp lands, which it is thought can readily be reclaimed, are estimated at five million acres. The amount of grazing land is estimated at thirty millions, making a total of seventy-six millions six hundred and twenty-two thousand four hundred acres, other than mineral and sterile lands.

The products of the leading cereals, for the last three years, is thus estimated :—

	Number of acres cultivated.	Wheat, bushels.	Barley, bushels.	Oats, bushels.
1856.....	511,963	3,879,032	4,519,678	1,107,359
1857.....	684,267	3,205,484	5,088,330	1,201,405
1858.....	756,734	3,568,669	5,382,718	1,322,231

It will be perceived from the foregoing, that the ratio of increase in production is not as great as that of land submitted to cultivation, which is owing to the fact that for the past two years the crop in several of the most extensive grain-growing counties has suffered from various causes, some not yielding a sufficiency for seed. Smut, rust, and drought have been the prevailing drawbacks. The average yield of wheat in 1856, based on Assessor's reports, was 22½ bushels per acre; in 1857, 19½ bushels, and in 1858, 19½ bushels. Napa County, the past year, was the heaviest wheat-growing county in the State, yielding five hundred thousand bushels, or 31¼ bushels per acre off of sixteen thousand acres under cultivation with this cereal. The average yield of barley, in 1856, was thirty bushels per acre; in 1857, 23½ bushels, and in 1858, 22⅝ bushels. No portion of the Union can vie with California in the production of this grain, nor elsewhere do we hear of volunteer crops of it. It is no extraordinary occurrence for a crop of barley to average from fifty to seventy bushels per acre, and five crops have been gathered from one sowing, the fifth averaging forty-three bushels to the acre. The oat crops of 1856, averaged 34½ bushels per acre; that of 1857, 26¾ bushels, and that of 1858, 29½ bushels. Crops of this grain frequently yield seventy-five bushels, and a crop of 32 acres in Alameda County, which received a premium at the Agricultural Fair in 1856, averaged one hundred and thirty-four bushels to the acre. In Del Norte County the past year, one field of oats averaged one hundred and twenty-five bushels, and another one hundred and fifty-seven bushels per acre. In the same county a field of barley yielded one hundred bushels per acre.

In regard to Indian corn, which is not regarded as a favorite crop in California, owing to the dryness of the climate, the returns from thirty-three counties give twelve thousand nine hundred and seventy-eight acres, producing six hundred and thirty thousand three hundred and twenty-three bushels, or forty-eight bushels per acre. Los Angeles, Santa Barbara, and Sonoma, are the principal corn-growing counties. Los Angeles, in 1857, produced two hundred and seventy-two thousand bushels, at an average of one hundred bushels per acre.

Rye has not as yet gained much attention from our farmers. The crop of 1858, was 41,235 bushels, or 25 bushels per acre.

There were, in 1858, twenty-two thousand three hundred and sixty bushels of buckwheat raised; yield, twenty-six bushels per acre.

The returns from nineteen counties show a crop of 158,571 bushels of beans, or a yield of twenty-five bushels per acre.

The yield of peas, in seventeen counties, is forty-one thousand nine hundred and twenty-nine bushels, or over thirty bushels per acre.

The returns of the potato crop, from thirty-three counties, show a product of 1,465,239 bushels, or ninety-two bushels per acre. The average of the yield in Sacramento County was enormous the past year, reaching two hundred and thirty bushels per acre. The average yield of sweet potatoes is one hundred and sixty bushels; raised the last year, seventy-eight thousand six hundred and thirty bushels.

In hay, the yield last year was about one hundred and fifty thousand tons.

The returns from twenty-five counties in 1858, show a yield of two million one thousand five hundred and eighty-four pounds of butter; twenty-three counties produced one million two hundred and sixty-three thousand six hundred and ten pounds of cheese; twenty-eight counties, 1,371,525 dozens of eggs.

Experiments on a small scale have shown the entire adaptability of our soil and climate to the production of cotton, tobacco, sugar cane, sugar beet, hemp, flax, rice, the mulberry tree, the honey bee, and numberless other sources of agricultural wealth. It is also thought that the tea and coffee plant would flourish here in luxuriance.

AGRICULTURE OF MASSACHUSETTS.

Charles L. Flint, Esq., Secretary of the Board of Agriculture, communicates in a letter to the Governor the following interesting information relative to the agricultural productions of the State last year:—

"I have made, at your request, a careful estimate of the agricultural products of the Commonwealth for the year 1858, and find the aggregate amount to be not less than $32,000,000, including the cultivated crops, estimated at the present quoted market prices, and the value of pasturage which was not included in the official returns of 1855.

"This estimate is based in part upon the official returns referred to, in part upon extensive inquiries of men conversant with the subject in various sections of the State, and in part upon my own observations.

"The year has been one of marked prosperity, few if any of the cultivated crops falling below an average, while most of the staple products of the State, like Indian corn, potatoes, grass, and hay, have been more than usually abundant. Of the first, Indian corn, the aggregate yield was about 3,634,440 bushels, the value of which cannot be less than three million dollars.

"The yield of potatoes was unusually good in most parts of the Commonwealth, and in some sections it has not been surpassed for many years. The aggregate yield cannot be less than six millions of bushels, and the value, including the early and late prices, not less than three millions.

"The grass and hay crop is estimated to have been at least ten per cent above the yield of average years, and the aggregate value at not less than ten million dollars.

"The value of live farm stock in the State, not included in the above, is estimated to be over seventeen million dollars."

PRICE OF CORN.

As the fluctuation in the value of corn is a subject of considerable interest to the mercantile community and to the general public, we subjoin a statement of the prices paid for wheat at our Corn Exchange during the months of April and September, since 1846 to the present time:—

SEPTEMBER.		APRIL.	
	s. d. s. d.		s. d. s. d.
1846.....per barrel	21 0 to 28 0	1847.....per barrel	37 0 to 44 0
1847.....	25 0 to 26 6	1848.....	23 0 to 26 0
1848.....	26 0 to 30 0	1849.....	20 0 to 24 3
1849..... ...	16 0 to 20 0	1850.....	16 0 to 18 0
1850.....	20 0 to 22 6	1851.	17 0 to 19 0
1851.....	17 0 to 19 0	1852.....	21 0 to 21 3
1852.....	19 0 to 21 0	1853.....	22 0 to 24 6
1853.....	22 9 to 28 0	1854.....	37 0 to 39 0
1854.....	27 0 to 32 6	1855.....	34 0 to 37 0
1855.....	37 0 to 39 6	1856.....	37 0 to 37 6
1856.....	32 6 to 36 2	1857.....	27 0 to 32 0
1857.....	25 0 to 32 6	1858..... ...	23 0 to 25 0

This table shows very marked changes. The highest price (44s. per barrel) paid for wheat was at the time of the famine of 1847; the next highest figures were in 1854. The lowest price was in 1850, when it ranged from 16s. to 21s. per barrel. The prices paying at present are under the average figure at which wheat was sold for the past ten years, and despite the announcement of continued large arrivals from the continent, and the very favorable reports of the appearance of the growing crops all over Europe, some descriptions of grain appear now to attract the attention of speculative operators.

STATISTICS OF POPULATION, &c.

REIGNING SOVEREIGNS OF EUROPE, JULY 1, 1858.

The following are the European sovereigns, according to their ages, as they were on the 1st of July, 1858. This we translate and print, as a convenient catalogue for reference, from the *Almanack de Gotha*:—

	Birth-day.		Age.		
	Day.	Year.	Years.	Months.	Days.
1. Grand Duke of Mecklenburg-Strelitz..	August 12,	1779	78	10	18
2. King of Wurtemburg.....	Sept. 27,	1781	76	9	3
3. Landgrave of Hesse-Hombourg.....	April 26,	1783	75	2	5
4. Prince of Schaumburg-Lippe.....	Dec. 20,	1784	73	6	10
5. Prince of Reuss-Schleiz.....	Oct. 20,	1789	68	8	11
6. King of the Belgians	Dec. 16,	1790	67	6	14
7. Pope Pius IX.....	May 13,	1792	66	1	17
8. Prince of Schwarzbourg-Rudolstadt....	Nov. 6,	1793	64	7	24
9. Prince of Reuss-Greiz.....	June 29,	1794	64	..	1
10. Duke of Anhalt-Dessau.....	Oct. 1,	1794	63	8	29
11. King of Prussia.....	Oct. 15,	1795	62	8	15
12. Prince of Liechtenstein.....	May 26,	1796	62	1	4
13. Grand Duke of Tuscany	Oct. 3,	1797	60	8	27
14. King of Sweden	July 4,	1799	58	11	26
15. Duke of Saxe-Meiningen.....	Dec. 17,	1800	57	6	13
16. Prince of Schwarzbourg-Sondershausen	Sept. 24,	1801	56	9	6
17. King of Saxony	Dec. 12,	1801	56	6	19
18. Elector of Hesse.....	August 20,	1802	55	10	11
19. Duke of Anhalt-Bernbourg.....	March 2,	1805	53	3	28
20. Duke of Brunswick.....	April 25,	1806	52	2	5
21. Grand Duke of Hesse	June 9,	1806	52	..	21
22. Emperor of the French	April 20,	1808	50	2	10
23. King of Denmark.....	Oct. 6,	1808	49	8	25
24. King of the Two-Sicilies	Jan. 12,	1810	48	5	18
25. King of Bavaria.....	Nov. 28,	1811	46	7	2
26. King of Greece.....	June 1,	1815	43	..	29
27. King of the Netherlands.....	Feb. 19,	1817	41	4	11
28. Duke of Nassau.....	July 24,	1817	40	11	6
29. Emperor of Russia.....	April 29,	1818	40	2	1
30. Duke of Saxe Coburg and Gotha....	June 21,	1818	40	..	9
31. Grand Duke of Saxe-Weimar.....	June 24,	1818	40	..	6
32. Prince of Monaco.....	Dec. 8,	1818	39	6	22
33. Queen of Great Britain.....	May 24,	1819	39	1	7
34. King of Hanover.....	May 27,	1819	39	1	4
35. Duke of Modena.....	June 1,	1819	39	..	29
36. King of Sardinia.....	March 14,	1820	38	3	17
37. Prince of Lippe.....	Sept. 1,	1821	36	10	..
38. Grand Duke of Mecklenburg-Schwerin	Feb. 28,	1823	35	4	2
39. Sultan of Turkey.....	April 20,	1823	35	2	10
40. Emperor of Brazil	Dec. 2,	1825	32	6	28
41. Grand Duke of Baden.....	Sept. 9,	1826	31	9	21
42. Duke of Saxe-Altenbourg.....	Sept. 16,	1826	31	9	14
43. Grand Duke of Oldenbourg.....	July 8,	1827	30	11	23
44. Emperor of Austria	Aug. 18,	1830	27	10	13
45. Queen of Spain.....	Oct. 10,	1830	27	8	20
46. Prince of Waldeck.....	Jan. 14,	1831	27	5	17
47. King of Portugal	Sept. 16,	1837	20	9	14
48. Duke of Parma.....	July 9,	1848	9	11	22

Of this list, number eleven, the King of Prussia, having become crazy, is now only nominal sovereign, his brother, the Prince of Prussia, being Regent. Number twelve, the Prince of Liechtenstein, died last month, and is succeeded by his son Prince Johann Maria Franz Placide, born October 5th, 1840. The Duke of Parma, being a minor, his mother, the Duchess Dowager, is Regent. Number forty, the Emperor of Brazil, is included in this list of European sovereigns by virtue of his being a prince of European origin.

POPULATION OF FRANCE AND GREAT BRITAIN.

The following is a comparative view of the existing populations of Great Britain and France at different periods in the present century :—

GREAT BRITAIN.

Years.	Total male & female.	Years.	Total male & female.
1801	10,578,956	1831	16,364,893
1811	12,050,120	1841	18,658,372
1821	14,181,265	1851	20,959,477

The increase in Great Britain in forty years, from 1811 to 1851, is 8,909,357, or nearly 74 per cent on the population of 1811.

FRANCE.

Years.	Total male & female.	Years.	Total male & female.
1820	30,451,187	1846	35,401,761
1831	32,560,934	1851	35,783,059
1836	33,540,910	1856	36,039,364
1841	34,230,178		

The increase in France in 36 years, from 1820 to 1856, is 5,586,177, or 18½ per cent on the population of 1820.

A comparative view of births and deaths in England, Wales, and France, shows the following annual excess of births :—

ENGLAND AND WALES.

Years.	Excess of births.
1838	121,027
1839	153,590
1840	142,616
1841	168,311
1842	168,220
1843	180,880
1844	183,830
1845	194,155
1846	182,310
1847	116,661
1848	163,226
1849	137,320
1850	224,427
1851	220,469
1852	216,877
1853	191,294
1854	196,500
1855	209,340

FRANCE.

Years.	Excess of births.
1838	115,277
1839	177,140
1840	135,833
1841	172,167
1842	146,744
1843	171,672
1844	190,798
1845	237,332
1846	151,975
1847	62,555
1848	104,590
1849	13,458
1850	187,319
1851	162,458
1852	154,385
1853	141,371
1854, decrease	69,318

POPULATION OF AUSTRALIA.

In order to convey an idea of the progress the group of Australian colonies has made in population, we may mention that in 1851 the numbers were:—New South Wales, 197,168; Victoria, 77,345; South Australia, 66,538—total, 341,051. In 1857 the numbers were:—New South Wales, 305,487; Victoria, 460,000; South Australia, 109,917—total, 875,404. Adding 80,000 for Tasmania, and 50,000 for New Zealand, it appears that there are now upwards of 1,000,000 inhabitants, nearly all of European origin, in the Australian colonies.

FRENCH CONJUGAL STATISTICS.

We find in a London journal a paper read by Dr. W. Farr, F. R. S., at "the meeting of the British Association for the Promotion of Social Science," upon an interesting subject, viz.:—"The Influence of Marriage on the Mortality of the French People." The doctor, after alluding to the fact that the changes which age induces in life have been calculated; that the differences in the mortality of the two sexes are known; that we have investigated the effects of air, water, hills, plains, and marshes; of the sun, in various seasons and climates; of food, animal and vegetable; of alcoholic drinks, and of foul exhalations, passes to the influence of "subtle agencies," such as the specific effects of industrial occupations, of study, of the play of the passions, upon various parts of the body. It may not be uninteresting or useless to follow the doctor in these speculations, or these demonstrations, as he would be more likely to consider them. In these computations, minors being excluded, we find of the following great groups:—

1. The married, consisting of two groups, viz.:—Husbands, 6,986,223; and wives, 6,948,823—making a total of 13,035,046.
2. The celibate, who have never married, viz.:—The bachelors, 4,014,105; and the spinsters, 4,549,944—making a total of 8,564,049.
3. The widowed, in two groups:—Widowers, 836,509; and widows, 1,687,583 making a total of 2,524,092.

The whole population of France amounted, in 1851, to 36,000,000, dwelling in every variety of climate and atmosphere, cultivating the vine and olive in the south, the apple and the cereal crops in the north—a population pastoral on the lands and the mountains, and manufacturing in the few large cities. In 1851, the number of married persons of both sexes was not quite 14,000,000. The French law legalizes the marriage of men at 18, and of women at 15. The mortality of the married under the age of 20, is excessively high, confirming the common opinion of the evil consequences of marriages under the age of 20, before the growth of the individual man is completed. The wives of from 20 to 30 years of age experience a rate of mortality half as high again as the husbands. The mortality of the husbands is exceedingly low, 6.5 and 7.1, while wives of 20 to 30 die at the rate of 9.3 in 1,000, in rather higher proportions than the wives of the subsequent age of 30–40, where the mortality is 9.1, the excess being fairly ascribable to the sorrows of child-bearing and to ignorant midwives. At the age of 40–50, the mortality of the husbands (10.3) is slightly higher than the mortality of the wives, and remains somewhat higher ever afterward. Of 1,000 husbands living at the age of 60–70, there are 35.4 deaths; to 1,000 wives, 35.4 deaths. And this proportion is subsequently maintained.

We come now to the celibate. Under 20 the mortality is much lower in the two sexes than in the married from 15 to 20—in 1,000 the proportion of deaths is of males 6.0, and of females 7.1. Ranging from the ages of 20 to 60, unmarried men experience a much higher rate of mortality than unmarried women. The excess of the mortality of males at the age of 20–30 was in the ratio of 11.3 to 8.7—this being aggravated by the deaths of the soldiers in Algiers and in the *lacerne* at home. From 30 to 40, the annuals deaths to 1,000 living was, males, 12.4; females, 10.3; from 40 to 50, of males, 17.7; females, 13.8; and from 50 to 60, males, 29.5; females, 23.5. At the age of 60 and upward, the unmarried of both sexes are nearly equally mortal.

Comparing the married with the unmarried women, we find that from 20 to 25, maidens have the advantage, the proportion being in 1,000 cases that of 9.8 married to 8.5 single. From 25 to 30 the mortality of the unmarried is slightly in excess, (9.2 to 8.0.) From 30 to 40 the mortality of the wives is 9.1, and of the unmarried 10.3. After the age of 40, the married women experience a much lower rate of mortality than the single—the deaths at 40 being 10.0 married to 13.8 unmarried—at 50 being 16.3 married to 23.5 unmarried, and of 60, of 35.4 married to 49.8 unmarried.

The contrast between the health of bachelors and of the married men is still more striking. The mortality per 1,000 among married men and bachelors was in the ages from 15 to 20, married 29.3 to unmarried 6.7; at 20, married 6.5 to 11.3; at 30, married 7.1 to 12.4; at 40, married 10.3 to 17.7; at 50, married 18.3 to 29.5; and at 60, married 35.4 to 49.9. The first item is declared to be an exaggeration.

If unmarried men and women suffer from disease in undue proportion, those who have been married suffer still more. At 40, more widows die than unmarried women, and at still earlier ages the rate is doubled. At 40 and upward their mortality is lower than the mortality of unmarried women of corresponding age. At all ages, widows are more mortal than wives. The mortality of young widowers under the age of 30, or even 40, is very heavy; after 60 they die more rapidly than husbands, or than old bachelors. The reasonable conclusion of the statistical doctor is that "marriage is a healthy estate."

POPULATION OF SPAIN.

The number of the population of the Spanish peninsular has been given as follows:—

1854.	1857.
12,168,174	16,301,851

THE UNITED STATES NAVY.

According to the *Naval Register* for 1859, our navy consists of 87 vessels, of which 10 are liners, 10 frigates, 21 sloops, 3 brigs, 1 schooner, 8 propellers of the first class, 6 of the second class, 9 of the third class, 2 propeller tenders, 3 side-wheel steamers of the first class, 1 of the second class, 4 of the third class, 1 side-wheel tender, 3 store ships, and 5 receiving ships. The officers of the navy are 81 captains on the active list, 36 on the retired list, 116 commanders on active and 17 on reserved list, 368 lieutenants on active list, and 36 on reserved list, besides surgeons, pursers, chaplains, &c.

MERCANTILE MISCELLANIES.

WATCH-MAKING BY MACHINERY.

There were flaming advertisements recently inserted in some of the Eastern papers, which heralded to the world that a company in Massachusetts had been formed for the manufacture of watches by machinery. We rejoice at every new invention, and at all progress in manufacturing. We are particularly glad when such inventions are made in our own country. But was not the company referred to assuming too much, when it stated that their time-pieces were the best, because made wholly by machinery, while the watches imported into the United States were the result of manual labor? Now, it is a well-known fact that for many years the manufacture of watches in Switzerland has been almost altogether by wonderful mechanical devices and combinations. Indeed, more than fifty years ago, the invention of machinery by which the "movements" were produced, caused for a time great misery. The workmen who were accustomed to make these articles, could not sustain competition with finely-regulated and quick-working machinery. The crisis, however, was not followed by consequences so fatal as some predicted. The artisans sought other branches of industry, or, as the more rapid and cheaper production of watches created a greater demand, it required many workmen to superintend the machines. Notwithstanding, there are not as many men by some thousands engaged in watch-waking at Geneva as before the invention of the machinery now used. The history of watch-making is instructive.

It was in the latter part of the 17th century that the first watch, so it is said, was brought by a Swiss mountaineer, returning from a long voyage, to Geneva. Richard, a skillful mechanician in that little city, received this watch at his workshop for the purpose of repairing it. He not only succeeded, but conceived the idea of making one like it. With great difficulty he fabricated tools, "movements," &c., and so successful was he that others joined him in his enterprise. It is now only a century since a few Genevese merchants began to collect small parcels of watches to carry with them to foreign markets. But so great did this business extend, that not only did traveling vendors of time-pieces make their fortunes, but a large number of persons engaged in the manufacture. Whole communes were sustained by it; and some places, like Geneva, had (and still have) a commercial prosperity which has ever been sure and progressive. To-day in Geneva and neighborhood, the mountainous districts of Neufchatel, the French portions of Berne, and the hill villages of Vaud, are to be found, we can almost say, the watch-making workshops of the world. Switzerland has long furnished the markets of France. Some French watch-makers, it is true, have obtained an European celebrity, yet a few years ago it was stated by M. Arago that an examination into the watch trade of Paris elicited the fact that "not ten watches were made in that city in the course of the year; the immense consumption of France being furnished from Switzerland, and the Swiss works being only examined and rectified by the French manufacturers." It is also a fact well known in certain quarters in England and Switzerland, that comparatively few of the watches called "English" are manufactured in Great Britain. Nearly all of the

flat cylinder watches are purchased by British manufacturers in Geneva and Neufchatel. Their names are stamped upon these articles, and the outside world buy them as the industrial products of Albion. The sale of Swiss watches has not by any means injured the trade in real English watches. Fine chronometers, and those large watches which are simpler in their construction than the Swiss article, are made in London and Liverpool.

Formerly the contraband trade between Switzerland and France was carried on to an enormous extent; no custom-house regulations could check the introduction of articles so costly as watches, and yet having so little bulk. Sometimes one hundred and sixty watches would be sewed into a smuggler's waistcoat, which was appropriately termed a *gilet de montres*. Insurances rose from five to ten per cent, and it has been well said by a writer on this subject, that the helplessness and carelessness of a protecting and prohibitory system were never more strikingly exhibited than in this attempt to shut out Swiss watches. In France not a shadow of benefit resulted, not an additional watch was manufactured in the country—neither producer nor consumer reaped the slightest advantage. The smuggling trade was as regular and as extensive as the legitimate trade could become; but in the meanwhile the whole frontier had become infested with bands of revenue defrauders—bold, reckless spirits, whose habit and profession were the violation of the laws.

In Geneva, as also in other parts of Switzerland, the watch-makers consider themselves in a social position far above the artisan. They possess an Academy or Lyceum at Geneva, where the future workman receives an excellent gratuitous education, which is not confined to watch-making. There are three or four thousand watch-mnnufacturing operatives, &c., at Geneva, and over all this is a government made by themselves, the executive power of which is in the hands of a Syndic and a Committee. All gold and silver pass through their hands after a careful scrutiny. All gold must be eighteen carats fine. When the work is brought back, it is again investigated by the committee, and all that will not stand the test, as regards fineness, is rejected. Hence watches and jewelry from Geneva are of the very best quality. There have been some watches and various manufactures of gold sent out from the French side of the Jura, bearing the stamp of Geneva, which are counterfeit, and are inferior in more senses than one. But in all the large cities of the United States there are well authenticated agencies for real Geneva productions.

Music-box manufacturing has its center at Geneva. Not only are exquisite little pocket-pieces of a musical construction to be found there, but beautifully finished boxes as large as a common melodeon are manufactured. These will discourse the overtures, airs, and marches, of a whole opera. For some countries, like the interior of Brazil, these large instruments are made to play dances, polkas, waltzes, &c., so that where musicians are scarce, there may be no lack of that which will make the "light fantastic" move with great vivacity. As in the toy shops of Germany they manufacture *anthropophagi* Russians who swallow a whole string of Turks, and *vice versa*, rickety looking Ottomans who make their breakfast of white haired Russians, so in Geneva they prepare national airs to order. We remember once to have seen in a celebrated establishment, in the Rue de la Corratterie, music-boxes with the American flag waiving in triumph over them. To our utter astonishment, these boxes gave us in rapid succession

"Old Uncle Ned," "Susannah," "Rosa Lee," "Dan Tucker," "Hail Columbia," "The Star Spangled Banner," and last, but by no means the least, the *fortissime* "Yankee Doodle." Our astonishment was not diminished when the proprietor of the establishment answered our question in regard to his authority for those tunes, by pointing us to a large pile of sheet music, the most of which was covered with cabalistic signs, out of which we decyphered "Christy & Wood's Minstrels." He supposed that he had obtained our genuine national airs.

In 1855, little Switzerland furnished the United States, among many other manufactures, the following items which relate to the subject in hand :—

Watches	$2,573,416
Watch crystals	28,650
Manufactures of gold and silver	14,510
Musical boxes	7,732
Clocks	408
Watch-makers' tools	140

BRAIN WORK.

Over-work of the brain against which we hear so many people cry, and which we hear so many cosy-looking men deplore very complacently in their own persons, is not by a good deal so dangerous as under-work of the brain, that rare and obscure calamity from which nobody is supposed ever to suffer. The Rev. Onesimus Howl drops his chin and elevates his eyes, upsets his digestion with excess of tea and muffin, and supports upon the doughy face he thus acquires, a reputation for the great stain on his brains caused by the out-pourings of a weekly puddle of words. His friends labor to prop up his brain with added piles of muffin. Paler becomes his face, and more idiotic his expression, as he lives from New Year's-day to New Year's-day, rattling about in his empty head the few ideas of other men he has contrived to borrow, and tranquility claims all the sweets of indulgence on account of the strain put upon his wits. Doctor Porpice is wheeled about from house to house in his brougham, prescribes his cordials and his mild asperients; treats, by help of what knowledge gathered from a past generation may happen to have grown into his habit of practice, all the disease he sees; now and then turns to a book when he is puzzled, but more commonly dozes after dinner. Yet very gladly does the doctor hear the talk about immense strain upon his mind, large practice, great responsibility, and the wondering that one poor head can carry all he knows. He seldom passes a day without having taken care to confide to somebody that he is over-worked. Once a week, indeed, if his practice be large, he may be forced into some effort to use his brains, but that he does really exercise them once a week I am not certain. The lawyer elevates his routine into a crush of brain work. The author and the merchant flatter themselves, or account themselves flattered, by an application to their labors also of the same complimentary condolence. The truth is, that hard work of the brain, taken alone—apart from griefs and fears, from forced or voluntary stinting of the body's need of food or sleep, and the mind's need of social intercourse—does infinitely more to prolong life and strengthen reason in the workers, than to cut or fray the thread of either. Men break down under the grind of want, under the strain of a continuous denial to the body of its half a dozen hours a day of sleep, its few necessary pounds of wholesome food, and its occasional exercise of tongue and legs. If an author spends his whole life in his study, his mind

fails under the pressure of the solitary system. If a great lawyer refuses himself month after month the necessary fourth part of the day for sleep, he wears his brain out, not by repletion of study, but by privation of something else. Under all ordinary circumstances, no man who performs work for which he is competent is called upon to deny himself the first necessaries of life, except during those short periods of encroachment which occur to men in every occupation, and which seldom are of long duration, and can almost invariably be followed by a long period of ease sufficient for recovery. Healthy men, who have bed and board assured to them, while they can eat, sleep, stir, and be merry, will have sound minds, though they work their brains all day, and provide them for the other five or six hours with that light employment which is the chief toil of Dr. Porpice or the Reverend Onesimus.

THE STATISTICS OF SHERRY.

Then we drove back to the high road, and got again on wines. Did I remember the glass from the Saint Barbara cask, just after the brown gold one in the Saint Antonio? That was real Amontillado. What was Amontillado? Where did it grow? Bless me! why nowhere. It was an accidental quality discovered by tasting. It had an almondy, dry, bitter flavor, which rendered it of rare value to mix, because I must clearly understand (and it was only fair to tell me) that English sherry was a chemical compound, made, like a French side dish, of many ingredients, and of various ages and qualities of wines. In Xeres there were five hundred thousand arrobas of wine—thirty of which went to a bota (butt)—made annually. This made thirty-four thousand butts, nine thousand of which were of first quality. Sherry is too strong and too dear for Spaniards, and too feverish for the climate. The best is, in Xeres, a dollar a bottle. The best in the bodega is worth from fifty to eighty guineas a butt; and, after insurance, freight, and sale charges, it stands the importer in from one hundred to one hundred and thirty guineas, before it reaches his cellar in Belgrave Square. "How many gallons to the butt, Don Sanchez?" "About one hundred and twelve." This will bottle into about fifty-two dozen, and the duty is five shillings and sixpence the gallon. So you may form your own opinion about cheap London sherries, which are, generally, very curious indeed—mere doctor's draughts, in fact, made up according to certain swindling prescriptions. Here was a blow for my old friend Binns, who opens a bottle of forty-eight shilling sherry with the air of an antiquary unswathing a mummy Pharaoh. Thought I, the next time the deluded man points to the oily stickiness of his glass, I will leap up, seize him, and say, in a hollow voice; "Binns, you are the victim of a life-long delusion; that that stuff you drink, you think is the juice of the Spanish grapes, plucked by men playing guitars, and smoking cigars; you call it, in poetical moments, bottled sunlight, sunfire, and so on—bah! (after the manner of Napoleon) it is only a chemical compound made up of drugs and infusions like Daffy's elixir or James' powder. It is cooked up with boiled, treacly wine and brandy. It is a compound mixed from a dozen barrels, and made to order for a particular market. If the vines of Xeres grew till they got black in the face, Binns, they could not yield wine like your forty-eight shilling sherry." The Don laughed, and said that certainly the sherry wine district was very small, not more than twelve miles square. Therefore, it could not yield honest wine enough even for

half London. The sherry grape grows only on certain low, chalky hills, where the earth being light-colored is not so much burnt—did not chip and split so much by the sun, as darker and heavier soils do. A mile beyond these hills the grapes deteriorate. The older the plants the better; but fewer the grapes.

A GRAIN SPECULATOR TELLS HIS EXPERIENCE.

Generally speaking, wheat is a very good grain. It shows well in the field and in statistical reports; it looks well in stacks and in granaries; and when well ground, methodically kneaded, judiciously baked, and properly browned and buttered into toast, there is no one who will speak more respectfully, not to say enthusiastically, of the vegetable than I will. For I am, in the main, a man too well bred to do otherwise. But, as an article of commerce, a medium for speculation, I am emphatically down on the whole institution—both "Winter" and "Spring;" the one has proved "the winter of my discontent," while the other has "sprung" a trap on me like that projected over unwary birds which nibble at the same bait. These remarks may seem severe, but they drop as naturally from me as the kernels would from a head of wheat that has been well thrashed.

As everybody knows, I am "the son of poor but respectable parents." I started in life with this talismanic maxim for money making—buy while every one is selling; sell when every one is buying. Well, some few weeks since, wheat, which had been very bouyant, suddenly fell. Every one was selling. I had a little money, and confiding in my golden rule, "pitched in," and bought at "eighty-five." Very soon the staple commodity dropped to sixty-eight. Now, thought I, is the time to get a "margin;" so mortgaging the first lot, I bought more. And I'll venture to say that my old mother never prayed so devoutly for her bread to rise, as I did my wheat. But still it dropped! The fault, they said, was in the East—(excuse the pun, if the pun is obvious)—until, as it still keeps dropping, I thought it my duty to go into Chicago and put a stop to it. The first greeting that met me as I stepped into the Tremont was a telegram on the bulletin board—"wheat is flat." Wheat probably was flat enough, but this announcement struck me as being rather a sharp truth. At half-past eleven o'clock I went down on "change." It is perhaps needless to say that I found things materially changed since I had bought. "Buyers" were offering "fifty-five;" everybody appeared to be buying; therefore, following out my aphorism, I sold. The result may be summed up thus:—

Two months since I had money and no wheat; subsequently I had wheat and no money. Now, by the mass, I have neither! The second lot was a poor lot—as poor, in fact, as the second edition of Pharaoh's kine, since it swallowed the first. But I bought to make a margin, and I made it!

I think that most operators will concur with me in the following conclusion:—That to but at "eighty-five" and sell at "fifty-five" will not pay, unless a man does a very large business. That wheat, when it begins to fall, is a long while in reaching the bottom. That when it once begins to heat it very soon becomes too hot to hold. That, after all, the surest way to make money in wheat is to plant it in good soil. And lastly, that a man going into the wheat market with even a small capital, if he is industrious, and perseveres, may very soon succeed in owing more than it is probable he will ever be worth.

THE ICE TRADE.

One-half, at least, of the business and wealth of the United States has been created by the ingenuity of the American people. What would the production of cotton be worth, an article now our heaviest export in value, but for the invention of Whitney's cotton gin, and the late improvements on it. The articles of cut nails, of the screw auger, of the spiral gimblet, of the solid-headed pin, and fifty other things, the value of which we do not realize, because we are so familiar with their use, are all American inventions, and have given a spur to business of inconceivable force.

The ice export is a trade which has grown up within the last few years, and is another remarkable illustration of the business-creating faculty of the Americans. Ice has now become a staple article of commerce, employing in the coasting trade two hundred and fifty-eight ships, brigs, and schooners, and for foreign export ninety-five vessels, principally of a large class. Total 353 vessels.

The following, taken from the late *American Almanac*, furnishes some interesting statistics on the subject:—

The first cargo ever taken from the United States was shipped from Boston, in 1805, by Frederick Tudor, a gentleman who had previously dispatched an agent to the West Indies for information touching the enterprise. The cargo went to Martinique and proved a loss of $4,500, but the projector of the enterprise stuck to it with a continual loss, until the embargo and war put an end to foreign trade. After the war, in 1815, he recommenced the trade by shipments to Havana under a contract with the government of Cuba, which yielded a profit. In the meantime he opened the trade with Charleston, Savannah, and New Orleans.

Up to 1832, the business was confined to the enterprise of this one individual. At that period others embarked extensively in it, and in 1833, Tudor extended his operations to Calcutta, Madras, and Bombay. The shipments of ice from Boston in the year 1847, coastwise, amounted to 51,887 tons, making 258 cargoes; shipped to foreign ports 22,591, making 95 cargoes. The freight, storage, and other expenses on the whole, amounted to $335,151. In the same year, 29 cargoes of provisions, fruits, and vegetables, valued at $75,500 cost, were shipped in ice from the United States, to ports where such articles could not otherwise be sent.

Eight of the ice-houses in Massachusetts, erected purposely for the trade, are capable of containing 141,332 tons. The consumption of ice in Boston alone, in 1847, was 27,000 tons, employing 66 wagons in the delivery. In Havana, ice sells for 6½ cents per pound, in Calcutta at 2½ cents; in Boston at 13½ cents per hundred pounds on the average. The entire statistics of the ice trade are highly interesting, not only as evidence of the magnitude it has assumed as an item of commerce, but as showing the indefatigable enterprise of the man-yankee. There is scarcely a nook or corner of the civilized world, where ice has not become an essential if not common article of trade. The city of New York consumes an immense quantity, giving employment to a great number of persons, and involving a large amount of capital.

WHAT PRECIOUS STONES ARE MADE OF.

And first, as to the diamond—which, though the king and chief of all, may be dismissed in two words—pure carbon. The diamond is the ultimate effort, the idealization, the spiritual evolution of coal, the butterfly escaped from its antenatel tomb, the realization of the coal's highest being. Then the ruby, the flaming-red Oriental ruby, side by side with the sapphire and the Oriental topaz—both rubies of different colors—what are they? Crystals of our commonest

argillaceous earth, the earth which makes our potter's clay, our pipe clay, and common roofing slate—mere bits of alumina. Yet these are our best gems, these idealizations of common potter's clay. In every hundred grains of beautiful blue sapphire, ninety-two are pure alumina, with one grain of iron to make that glorious blue light within. The ruby is colored with chromic acid. The amethyst is only silica or flint. In one hundred grains of amethyst ninety-eight are simple, pure flint—the same substances as that which made the old flint in the tinder-box, used before our phosphorus and sulphur-headed matches, and which, ground up and prepared, makes now the vehicle of artists' colors. Of this same silica are also cornelian, cat's eye, rock crystal, Egyptian jasper, and opal. In one hundred grains of opal, ninety are pure silica, and ten water. It is the water, then, which gives the gem that peculiarly changeable and irridescent coloring which is so beautiful, and which renders the opal the moon-light queen of the kingly diamond. The garnet, the Brazilian—not the Oriental—topaz, the Occidental emerald, which is of the same species as the beryl, all these are compounds of silica and alumina. But the beryl and emerald are not composed exclusively of silica and alumina; they contain another earth, called glucina—from *glukos*, sweet, because its salts are sweet to the taste. The hyacinth gem is composed of the earth, not so long discovered, called zirconia—first discovered in that species of hyacinth stone known as zircon. The zircon is found in Scotland. To every one hundred parts of hyacinth seventy are pure zirconia. A chrysolite is a portion of pure silicate of magnesia. Without carbonate of copper there would be no malachite in Russia or at the Burra Burra mines; without carbonate of lime there would be no Carrara marble; the turquoise is nothing but a phosphate of alumina, colored blue by copper; and the lapis lazuli is only a bit of earth painted throughout with sulphuret of sodium.

KOORIA MOORIA GUANO.

A writer in the London *Mercantile Gazette* communicates some important facts relative to the deposit of guano on one of the islands in the Bay of Kooria Mooria, on the coast of Arabia, two days sail from Adin. The writer states that on a voyage to the East Indies in the year 1852, he landed on the Island of Jibbea, one of the group, at the request of the master of a vessel of which he was chief officer, for the purpose of making an exploration of its resources in the matter of guano. He spent three months upon the island, and from his observations is satisfied that the quantity of guano which it contains is very large. There are many spots that sound quite hollow which a casual observer would pass unnoticed, where the deposits are covered to a considerable extent by a crust, four to eight inches thick, said to be phosphate of lime. Beneath this crust is found a deposit of dark brown guano, varying from three to six feet in thickness, and full of ammonia. Three plains, varying from two hundred to five hundred yards long by fifty to three hundred yards wide, were all covered with guano, apparently of good quality. The hills, as well as the plains, are covered with deposits to a greater or less extent, which the writer sounded to the depth of four feet, and believes to be considerably deeper. The greater portion of the hills may possibly be composed of solid guano.

As regards quality, that which is deposited in the caves is of the most importance. The guano found in the caves is very choice, being protected from

the weather. These caves, however, are not conspicuous, and were discovered only by watching the birds, which resort to these islands in immense numbers, attracted by the abundance of fish around them. The writer explored forty of these caves. Many of them open out from one to the other, and each contains large quantities of guano, being so full that he was obliged to creep in on his hands and knees. The ammonia is very strong, and there are no stones mixed with the guano, as is the case with the surface deposits. The other two islands were not visited, but no doubt they abound equally in guano, as the birds were very numerous about them.

A singular phenomena was noticed on the Island of Jibbea. From some cause—probably from the heat of the sun—frequently, about noon, the stones, many of four to five tons' weight, and pieces of rock on the hills, were split and scattered to the extent of some fifty yards, by smart explosions. The small pieces so dispersed fell upon the plains of guano, which were covered by them so as to resemble macadamized roads, but the stones do not extend materially below the surface.

For the distance of half a mile to a mile from the shore, the anchorage is excellent, the bottom being composed of gravel with large stones. Stages for loading need not exceed fifty feet in any case, and in some places the guano can be shot from the rocks direct into the boats.

A MODEL MERCHANT.

A writer from London remarks :—

I dined yesterday with ———, who may well be called a model merchant; not because business seems the business of his life, but precisely because it is not so. He makes business subservient to him; he is never the slave of business. I was asking him after dinner about the colonial trade, of which he is thoroughly conversant, but to my surprise he waived reply, very politely, however, and said, "Come to my counting-room in business hours, between 12 and 3, and I will give you all the information you want. I have made it a rule for many years never to talk business away from business." This led to further remark, when he told me that he devoted as little time as was absolutely necessary to business purposes, and experience had shown him that as much could be effected in a well-regulated counting-house between 10 and 3 as longer. That he let his clerks do for him all that they could do; he and his partner doing only what the others could not do; he had had his share of business, making business a pleasure, and yet as brief a pleasure as possible, confining such thought and action within as few hours as he could, and when he left his counting-room he would no more let commercial matters intrude into his domestic and social life and conversation, than he would let a snake into his pleasure grounds. "If your countrymen would let business be an accessory," said he, "and not an end of life, they would find life a very different matter than many, to my knowledge, now do. When I visited the States in 1849, one of the most agreeable men I met with in the counting-house was ———; but out of his 'money mill,' as I indeed told him, he was most uninteresting—he could talk only of business. As to books, he knew nothing of their contents, although his library shelves were as well filled as mine —pictures, and art, and literature, and music, were but as so many words whose rich significance were lost to him. What your countrymen want most is to shake off their fetters, and force themselves into a purer and more life-like atmosphere than they inhale among warehouses and ships. Some of them know this now, and are coming over here for 'recreation,' but it will do them no good if they fall back into the old channel when they get home." ———'s conservatory is a very *bijou* of exotic dream-land, and you would hardly suppose it was the pet pleasure of a man who does so much in—*molasses!*

THE BOOK TRADE.

1.—*The Scouring of the White Horse;* or, the Long Vocation Ramble of a London Clerk. By the author of "Tom Brown's School Days." Illustrated. 12mo., pp. 324. Boston: Ticknor & Fields.

Somewhere on a high hill in the County of Berkshire, Old England, stands the rude figure of a horse cut out of the chalky earth, which old time chronicles and antiquaries affirm, is an emblem of the ancient Saxon standard, and aver it to have been carved out by Alfred's army in A. D. 871, in commemoration of the gallant stand there made by the Berkshire men against the pagan Danes, as the Saxons termed them, and the victory won at Ashdown, where fell one king and six earls. From time immemorial it has been the custom of the West-countrymen to meet and scour this old chalky horse, at which time a solemn festival is celebrated, and manly games with prizes exhibited, which no doubt had their origin, and have been handed down to the people of that district by their Saxon ancestors. Of a like fete held there in September, 1857, this book will be found a printed memorial, comprising not only the great doings on that occasion, but many of the scattered legends and traditions of that section, whose people are wont to cherish every legend and story which hang around each nook of their neighborhood. One might consider this a trivial subject to write a book of 324 pages upon, which could by possibility have but a local interest, but the story is told in such a strain as will amuse and delight other than English hearts. For our part we are no Englishman, and have never so much as trod one blade of grass of the Little Isle, but the hearty tone, and manly, honest thoughts here written out, have interested us immensely, and led us at times almost to exclaim, would we were a Berkshire Boy.

2.—*A New Practical and Easy Method of Learning the German Language.* By F. Ahn, Doctor of Philosophy and Professor at the College of Neuss. New York: D. Appleton & Co.

Professor Ahn, in giving this book to the public, has stepped aside from the beaten track of most authors in dealing with foreign languages, simply laying down but the first primary rules which are to govern the pupil, leaving him, as he says in his preface, to learn a foreign language as he learned his mother-tongue. This is, in a few words, the method which I have adopted in this little work. It is the way that nature herself follows—it is the same which the mother points out in speaking to the child, repeating to it a hundred times the same words, combining them imperceptibly, and succeeding in this way to make it speak the same language she speaks. To learn in this manner, he says, is no longer a study, it is an amusement.

3.—*The Merchants' and Bankers' Register for* 1859. 8vo., pp. 270. New York: J. Smith Homans, Jr.

This has been issued at the office of the *Bankers' Magazine*, New York, in one volume octavo, 270 pages, price $1 25, containing—an accurate list of the banks in every State in the Union; the location and capital of each; names of the president and cashier of each; a list of private bankers in every town and city of the United States; the banks of Canada, and their foreign agents; directors and officers of the Bank of England; list of banks in London; a list of three thousand banks and private banks in Europe, Asia, Australia, South America, West Indies, etc.; an alphabetical list of cashiers in the United States; list of standard works on banking, currency, finance, bills of exchange; the free banking laws of Massachusetts, New York, Illinois, Indiana, Iowa, Louisiana, Michigan, Minnesota, Wisconsin. This is the only work of the kind published in the United States, and furnishes information of the first importance to bankers, merchants, and capitalists.

4.—*Symbols of the Capital;* or, Civilization in New York. By A. D. Mayo. 12mo., pp. 368. New York: Thatcher & Hutchinson.

The subject of these pages, as will be seen by the title-page, is American civilization, as symbolized by the institutions of the chief State of the Republic, New York. Not that there is a speciality concerning these papers of Mr. Mayo's, or a desire on his part to give them but a local interest, only that no other State of the Confederacy so fully represents, in all its wondrous phases, the new civilization of the Western World as does the Empire State, possessed, as it is, of a commerce that searches the ends of the earth, and superior, as it is, to all others in population, wealth, and executive power, has been chosen by him as the best mirror in which we can behold the reflection of our present progress, and the obstacles that hinder our more rapid advancement. Had we space, we should take pleasure in commenting on the bold, radical reasoning contained in these pages, some of which, we opine, would fall like molten lead into the stomachs of some of *our* barbarians, should they, by any happy chance, fall in with these jottings of Mr. Mayo's; but a few facts must suffice. In speaking of the rapid progress made in the industrial civilization of our own good State, he says:—"The same year that Fulton and Livingston obtained the exclusive right of navigating the Hudson, (1803,) witnessed the gigantic idea of connecting the Hudson and the great lakes by a canal, and although thirteen years elapsed before the mandate went forth in 1825, the Hudson was duly married to Lake Champlain and Erie. The following year (1826) was signalized by the passage of the first railroad charter in the Legislature, and four years later the first railroad train came rolling from the Mohawk to the Hudson. The Empire State is now veined by 2,749 miles of railroads, which furnish one-tenth of all our assessed valuation of real and personal estate, whose employees number one fourteenth of our entire population, and one-thirty-sixth of our voters; over which 750,000 tons burden roll yearly, and 40,000 people ride every day. To each inhabitant of the State is due 135 miles of travel a year, with only the remote risk of death to one passenger in 1,262,165, or one for every 47,164,426 miles of travel." And again, in speaking of our broad acres, he says:—Of her 26,000,000 acres, 13,000,000 already have yielded to cultivation, and sustain a population of 3,470,059, divided into 663,124 families, who in all the elements of a Christian civilization doubtless excel any equal number of people concentrated under one government. The value of these lands he represents at $1,107,272,715, and their yearly product at 3,256,948 tons of hay; 62,449,093 bushels of grain; 17,127,338 bushels of esculent roots; 4,907,556 pounds of flax; 7,192,254 pounds of hops; 13,668,830 bushels of apples; 9,231,959 pounds of wool; $2,400,000 value of poultry; 90,293,077 pounds of butter; 38,944,249 pounds of cheese; 4,935,815 pounds of sugar; 2,557,876 pounds of honey, and $1,138,082 value of garden produce. Then comes $106,349,977 capital of mechanical industry in New York; raw material employed, $178,394,329; manufactured articles, $317,686,685; with 24,833 manufactories. And finally, we have the child of all these mighty forces—the press, crowded with the daily and weekly results of toil, reaching forth with such hands as the steamship, canal, railroad, machinery, and telegraph, and levying tribute over the whole world; scattering 3,334,940 copies of its various issues perpetually over the State; now a reflection of what is best, and anon what is worst, in our popular life, and we have some faint symbols of the mighty power of mind and action that in two hundred and thirty-eight years has changed 46,000 square miles of wilderness into one of our chief republican States.

5.—*Father and Daughter;* a Portraiture from the Life. By Fredrika Bremer. 12mo., pp. 348. Philadelphia: T. B. Peterson & Brother.

This is another of Miss Bremer's graphic pictures of every-day life, and, as a matter of course, will be welcome, without a word of laudation from us. Her minute and vivid powers of description in tales of this sort have long rendered the productions of her pen much sought after, and it but remains for us to add, they will not be greatly disappointed in reading Father and Daughter.

6.—*The Life and Remains of Douglas Jerrold.* By his son BLANCHARD JERROLD. 12mo., pp. 450. Boston: Ticknor & Fields.

The writings of Douglas Jerrold, the genial wit and dramatist, have been before the public so long that it is unnecessary to review them here, more than to say that the neat volume, recently published by Messrs. Ticknor & Fields, is a labor of love on the part of his son, and purports to be a truthful memoir, written upon his father's own desk. The popularity of the drama, and the success attending dramatic representations, a quarter of a century ago, rendered Douglas Jerrold rather a marked man, and hence, like every one else who has carved his name on the rough figure-head of the world, he has not been without his traducers and calumniators. It will not be denied, we think, that he wielded a clever pen as a dramatist, the brightness of whose point still shines in many a line and character, which we still see interpreted by the buckskin fraternity upon our own boards. But in looking over his many contributions to magazines and newspapers, we find in him something more than the harlequin. Here we find him dealing with broad, patent facts, either as a radical reasoner, driving a sharp quill at the public wrongs he saw around him, heightening their hideousness to the public eye by dexterous contrasts, or in the vein of the true humorist entangling them in a maze of his bright fancies by expressions rarely met with, added to an originality of style which places him in the front rank of journalists. The memoir of his life is interesting, and if it will serve the turn of drawing more attention to his writings and sayings, we think no deep and lasting blot can ever remain upon his memory.

7.—*Mrs. Leslie's Juvenile Series,* "Howard and his Teacher," and "Trying to be Useful." By MRS. MADELINE LESLIE, author of "Cora and the Doctor," "Household Angel," etc. 12mo., pp. 256, 244. Boston: Shephard, Clark & Brown.

This series will be found admirably adapted to the grand purpose had in view in its publication, viz., to furnish something both interesting and instructive to the youthful mind. The different modes of home government illustrated in "Howard and his Teacher" will be found both judicious, interesting, and instructive to even older heads than children, while the lessons inculcated in "Trying to be Useful" are sufficiently indicated by its title to require any further comment from us. Mrs. Leslie's peculiar style of writing seems well calculated for this kind of book making, and we know of no way in which her cheerfulness, deep moral feeling, and picturesque faculty of telling things could be more profitably employed than in giving such lessons to youth as we find here. They are well got up in every respect, being neatly printed and handsomely illustrated, and parents and others in search of an appropriate gift can do no better than to purchase these volumes, as their moral tone is such that no parent need for a moment fear to put them in the hands of his children. We are quite sure she will receive the blessings of all the little folks.

8.—*Biographies of Distinguished Scientific Men.* By FRANCOIS ARAGO. Translated by Admiral W. H. SMYTH, D. C. L., the Rev. BADEN POWELL, M. A., and ROBERT GRANT, Esq., M. A. 2 vols., 12mo., pp. 444, 484. Boston: Ticknor & Fields.

These two volumes, comprising the series of English translations of M. Arago's works, embrace his own autobiography, together with several other eminent scientific men, among whom will be found the names of John Sylvain Bailly, William Hershel, the eminent astronomers, Laplace Fourier, Carnot, and several others who have achieved greatness in the different departments of science. The reader will find in these volumes a luminous and popular account of the discoveries and inventions of each of these distinguished individuals, of a kind constituting a brief history of the particular branch of science to which each was devoted, comprising men of such varied pursuits as to convey no inadequate impression of the progress of discovery throughout a considerable range of the whole field of physical sciences within the last half century, and are of great interest to those who comprehend the material system included in natural history and philosophy.